


CITY COUNCIL ACTION REQUEST

Department(s): Transportation	CEQA: Categorically Exempt, File No. ER20-170, CEQA Guideline Section 15301(c) Existing Facilities	Coordination: CAO, PBCE, City Manager's Budget Office	Dept. Approval: /s/ John Ristow
Council District(s): 3			CMO Approval:  10/14/2021

SUBJECT: WARM SPRINGS QUIET ZONE

RECOMMENDATION:

Adopt a resolution authorizing the City Manager to establish a quiet zone within the City of San José portion of the Warm Springs Subdivision railroad corridor, from N. Montgomery St to Horning St.

BASIS FOR RECOMMENDATION:

In San José, the Warm Springs Subdivision railroad corridor lies roughly between Diridon Station at its southern end and Montague Expressway at the northern city limit. This railroad corridor traverses frequent at-grade street crossings in residential neighborhoods, primarily the Japantown and Hensley neighborhoods. In 2019, Union Pacific Railroad (UPRR), the railroad operator on this corridor, adopted a new operating plan which increased train operations at night. As required by federal law, UPRR trains blow their horns as they approach the at-grade street crossings. The federal law also provides opportunities for cities to mitigate the effects of the train horn noise by establishing "quiet zones" which silence routine train horns at crossings during quiet zone hours.

On April 3, 2019, the Rules and Open Government Committee approved a recommendation directing the City Manager to study a quiet zone on the Warm Springs Subdivision and explore funding strategies.

In June 2019, the City commissioned a consultant to investigate the potential for a quiet zone on the Warm Springs Subdivision from N. Montgomery St in the south to Horning St in the north. The consultant's report was completed in July 2020. Based on review of the report and discussion with California Public Utilities Commission (CPUC), Federal Railroad Administration (FRA), and UPRR the corridor meets minimum requirements for a quiet zone except at the 7th St and Jackson St crossings, where not all vehicular movements are protected by railroad crossing gates. A plan was developed to meet minimum quiet zone requirements by temporarily eliminating the unprotected vehicular movements at these two crossings until a future project installs new crossing infrastructure; the interim plan will be implemented this Fall. After that work and other signage and striping work on the corridor are completed, the City will issue a Partial Quiet Zone Notice of Establishment to specific stakeholders, including Caltrans, CPUC, FRA, and UPRR, which will establish a start date for a quiet zone on this segment.

Climate Smart San Jose:

This item does not have any negative impact on Climate Smart San Jose energy, water, or mobility goals.

Commission Recommendation/Input:

This item does not require any input from a board or commission.

COST AND FUNDING SOURCE:

The designation of authority to the City Manager to establish a quiet zone does not have any budget implications. However, the establishment of the quiet zone does entail approximately \$710,000 in one-time signage, striping, and track surface upgrades along the rail corridor. This work will be funded from Appn 416E, Quiet Zone.

Fund #	Appn #	Appn Name	Total Appn	2021-2022 Proposed Capital Budget Page*	Last Budget Action (Date, Ord. No.)
429	416E	Quiet Zone	\$4,688,000	V-614	06/22/2021, 30621

*The 2021-2022 Proposed Capital Budget was adopted by the City Council on June 22, 2021.

FOR QUESTIONS CONTACT: Jessica Zenk, Deputy Director, jessica.zenk@sanjoseca.gov