

AGENDA



Wednesday, June 18, 2008

**Public Works
RECOMMENDATION FOR COUNCIL ACTION****Item No. 37**

Subject: Approve a resolution authorizing execution of an Interlocal Agreement with the Capital Metropolitan Transportation Authority (Capital Metro) for the establishment and maintenance of quiet zones at various highway-rail grade crossings along the Capital Metro commuter rail line, to eliminate the need for sounding of locomotive audible warning devices at such crossings. Related to Item #38.

Fiscal Note: There is no unanticipated fiscal impact. A fiscal note is not required.

For More Information: Ronnie Bell 974-7015, Robin Field 974-7064

Prior Council Action: May 26, 2005 Interlocal Agreement approved by Council

Federal Railroad Administration (FRA) rules require that a locomotive horn be sounded when the locomotive is approaching a public highway-rail grade crossing. However, the rules also contain provisions governing the establishment of "quiet zones" in which locomotive horns are not required to be sounded. To be eligible for quiet zone establishment, certain roadway conditions and railroad warning devices must exist at the crossing. When these requirements are satisfied, the public agency responsible for providing traffic control or law enforcement at the public highway-rail grade or pedestrian crossing may establish a quiet zone.

The proposed Agreement will replace an existing 2005 agreement, under which railroad quiet zones were established on Lamar Boulevard, Morrow Street, Anderson Lane, Wooten Drive, Ohlen Road, and Avery Ranch Boulevard. Capital Metro desires to establish additional quiet zones at many other highway-rail crossings and modify the existing Anderson Lane quiet zone. The new interlocal agreement provides for the additional designations.

The City of Austin, as the agency providing traffic control or law enforcement on the included roadways, is the public agency that formally establishes the quiet zone. However, under the proposed Agreement, Capital Metro will handle all administrative tasks, including preparation and processing of all necessary documentation related to the establishment of the quiet zones, and will make any needed changes to both roadway conditions and railroad warning devices in order to satisfy the FRA quiet zone requirements. Capital Metro will also assume the cost of designating, implementing, operating and maintaining the quiet zones established through this agreement.

The Capital Metropolitan Transportation Authority Board of Directors approved Resolution CMTA-20080428-017 at their April 28, 2008 meeting authorizing the President/CEO to execute the agreement with the City.