

## Train Horn Quiet Zone Questionnaire

1. Rate your understanding (1-10) of the impact of train horn noise on residents' quality of life. Have you personally experienced living in the blast zone? Do you know residents who live in the blast zone? Please explain your rating.

(Rating 11)

**I consider the train horn (Blast Zone) to be both a physical and mental health issue and crisis. Creating a citywide Encinitas Quiet Zone is in alignment with and an absolute priority of my platform's focus on meeting the city's Public Safety and Infrastructure needs.**

Having lived in Cardiff by the Sea prior to Cardiff by the Sea gaining it's Quiet Zone, I experienced the impact of train horn firsthand where it impacted my sleep patterns and would often leave me diminished and fatigued as a result. It even seemed to impact my dog, Lucy's sleep frequently. Fast forward to 2024, and I have frequent, even daily discussions with residents who live in the blast zone regarding the impacts on their daily lives which includes serious health issues ranging from cardiovascular, endocrine, immune, and nervous systems.

Additionally, the train horn is disruptive to businesses in our downtown district. Whether in a business meeting, or discussing a purchase with a merchant's staff, I often find the train horns to be so over powering that those interactions have to be paused because of the intrusiveness and volume of the train horn. While not as troublesome as the health impacts on residents, this is a nuisance to businesses.

The percentage of residents and businesses that would benefit from the Quiet Zone is significant, and the impact of a Quiet Zone would be a substantial improvement to our residents quality of life.

2. Rate your commitment (1-10) to allocate the necessary funds (approximately \$12 million) for the train horn quiet zone project in the

2025 budget. We know that the budgets are never enough to fund all the initiatives and that some things will need to be cut in order to fund construction starting in 2025, we are sorry about this, but thousands of us are suffering day and night, and are looking for our champions who will fund construction of the quiet zone to end our suffering.

(Rating 11)

In August, the city approved proceeding to request grant funding (Railroad Crossing Elimination Funds and Discretionary Grant). Having read these grants on the FRA website, I believe (as does city staff) that the quiet zone qualifies for these grants and we will be awarded them either with this request or next year's. With the grants, the price tag would be around (~\$3.7 million - ~2.5 for Quiet Zone, ~1.2 for Crossings).

If Measure K passes, I will commit to using funds to create the Quiet Zone. I believe the funds should be earmarked for projects like this and actually find the ranking of this project in city priorities to be insufficient (41).

Encinitas' annual tax revenue is steadily increasing each year. (2024 Total City budget of \$118.5 million in expenses funded by \$126.4 million in revenue. The General Fund budget is \$90.2 million in expenditures funded by \$100.4 million in revenue. FY 2023-24 Capital appropriations total \$14.2 million.) Encinitas has a healthy and increasing annual revenue. Without Measure K, the city would likely need to fund this project in phases between 2025 and 2026, but this would still be deliverable in 2026.

We can free up the revenue we have by eliminating unnecessary line expenditures like studies, and reports that go no where, or get shelved, and on programs that have come to completion and are no longer needed. We often over spend on projects - that may or may not be needed, but are completed at too high of a price tag while a priority like the Quiet Zone is waiting.

By adjusting the city's approach to spending, with or without Measure K, the city can deliver the funds to implement the Quiet Zone by the year 2026.

\*\*It is important to note that the Quiet Zone and At Grade Crossings require the completion of the design project by Rail Pros before they can begin. That design is not expected until the end of 2025. Therefore, it is highly unlikely that any council person can promise a Quiet Zone prior to 2026. However, I am Committed to getting this done as early as possible.

3. Rate the urgency (1-10) you place on implementing the quiet zone. Why did you choose this rating, considering the 20-year delay since the federal law was passed?

(Rating 11)

The Quiet Zone should have been established a long time ago, and I cannot find a reasonable explanation from our city for the delay. The effects of the Train Blast are a mental and physical health crisis to our residents, and a disruption to businesses in the Blast Zone. This makes establishing the Quiet Zone an issue of public safety, and that is a top priority for me. This will be a project that I will prioritize immediately if elected.

Additionally, with Streetscape being continued on the north end of Leucadia, it's important to the mobility and commerce of Leucadia to establish better and safer east/west corridors to maximize the return on investment. The incorporation of At-Grade crossings in conjunction with the Quiet Zone will provide an immediate return on investment (ROI) in that regard. This project will provide a safe and enjoyable means of access to the both the shops and beaches of Leucadia that currently does not exist.

**With huge mental and physical health benefits, and an immediate ROI, the sooner the Quiet Zone becomes a reality, the better.**

4. Rate your willingness (1-10) to make the train horn quiet zone a top budget priority. Please explain your position.

(Rating 11)

**Public Safety is always the TOP priority for any good city councilor, and that's exactly what the Quiet Zone is; a Public Safety (Mental and Physical Health) Issue and Crisis.**

The cost of the establishment of a Quiet Zone is very clear - both with and without the FRA (Discretionary and RCE) Grants. As a business owner, I am constantly challenged to successfully manage these decisions by allocating resources appropriately, establishing the quickest and most efficient timelines for projects, and making decisions based on the priority of a project. Furthermore, I work regularly with municipalities, local and federal agencies, and engineers to collaborate safe and successful outcomes around San Diego County.

As Tim, Pete, Gary and other members of this group that I have spoke with will tell you, I believe that funding for the Quiet Zone should be a highly prioritized line item on the budget over the next 1-2 years.

5. Some suggest applying for grants to fund this project. Hopefully, grants can be awarded quickly. However, sometimes waiting for grants will delay implementation for years. Rate your willingness (1-10) to get started in 2025 with city funding if no grants are awarded in 2025. Please explain your position.

(Rating 11)

Grants are clearly the easiest route to funding this project due to the lower cost of matching funds, and I believe we will likely receive grant funding. However, identifying resources the city can move or adjust will be a key factor in positioning the city to move forward with or without FRA grant money.

Voters will decide whether or not new council will inherit Measure K or not. However, my opponent appears reliant on Measure K and seems to believe that Measure K is a bottomless pit of money. She has

committed monies from it to every conversation and survey in our city. How much will be left for the Quiet Zone when she's done?

City Councilors should not rely on monies they don't have, but just like their residents, plan within their means and budget. That is exactly what I am dedicated to doing for this project.

You may have noticed that my scores add up to 55/50. That's on purpose. **I am a proponent of the City Wide Quiet Zone. I believe this project should have already been accomplished and I will prioritize it in that same manner.**