Michael Strong

From: Alec Jolly <alecjoll@pacbell.net>
Sent: Wednesday, September 07, 2016 6:32 PM
To: Michael Strong
Subject: Trenching and Covering Green bonds
Attachments: Thoughts on Trenching and Covering Train Tracks Through Encinitas.pdf

Mike Strong,

Here is the letter I read to the Coastal Mobility and Livability Study. In addition to the enclosed attachment, I would like to say that any future bike trail should be able to be modified in the future if trenching and covering were to happen. NCTD is the responsible agency for this trenching and covering project because they maintain the railroad for Santa Fe. Please forward this e-mail and its attachment to the whole group. Thanks.

Alec Jolly

Thoughts on Trenching and Covering Train Tracks Through Encinitas

As a concerned citizen of Encinitas interested in mobility and access to our downtown, I would like to suggest a few ideas that would improve our relationship to the train tracks as they currently exist and promote long term profits for North County Transit District as well as our local community. The idea of trenching and covering the railroad tracks has often been discussed and then dismissed due to the large costs involved. Securing funding to support lowering the tracks is key.

One way to alleviate this problem is to use bond financing to overcome the initial cash hurdle. Public utilities and agencies are allowed to issue tax exempt bonds to raise money for ongoing operations or for new projects. A local example is the 2010 case of SANDAG, a public agency, which took advantage of low interest rates at the time, to successfully issue bonds in the amount of $155 million to fund projects including transportations projects that were on their backlog. NCTD, also a public agency, could issue bonds.

Today in the 2016 bond market, an advantageous qualification would be verifying these bonds as green/carbon-free bonds and attracting investors who would like to purchase such bonds. The Climate Bonds Initiative, (https://www.climatebonds.net) an investor advocacy organization, has provided criteria for how to get a bond certified as being green so investors would be willing to invest. Since 2014, the green bond market has grown exponentially and many mass transportation agencies throughout the nation have successfully used green bonds to improve their respective systems (E.g., Washington, D. C., NYC, NY to name two). In the case of Encinitas, carbon emissions, noise pollution would markedly decrease, as mass transit ridership would increase and other efficiencies gained through double tracking. We will successfully qualify as a green bond offering and be an example for other coastal cities similarly situated.

There are multiple ways to issue a green bond but the most beneficial in the case of NCTD would be to set up a revenue bond which pledges a revenue source to the bonds financing. In NCTD's case there would be two revenue sources: i) the ridership revenue coming in the agency and, ii) the anticipated revenue that would be realized from leasing the covered tracks. By offering a green bond backed by the current fare revenue, the problem of initial financing could be solved and move the entire project forward with additional leasing revenues to come.

I sincerely urge this working group to reexamine trench and cover of the railroad tracks through Encinitas in light of the possibilities that green, revenue bond certification could. If i can be of help in any way, please let me know. Thank you.

Alec Jolly 8/23/2016

Michael Strong

From: John Gjata <johndgjata@yahoo.com>
Sent: Tuesday, September 13, 2016 11:03 PM
To: Michael Strong
Subject: Fwd: O.C. completes effort to silence trains - The Orange County Register

Hi Mike,
Would you be willing to share this with the group ?

http://m.ocregister.com/articles/-336206--.html

Thanks,
John

Michael Strong

From: Dahvia Lynch <dlynch@nctd.org>
Sent: Tuesday, September 20, 2016 6:12 PM
To: 'brettfarrow@cox.net'; Michael Strong; Glenn Pruim; Manjeet Ranu
Cc: Edward Deane; Don Filippi
Subject: RE: BNSF Railway

Brett- it is my understanding that the horns would not regularly be used at the crossing given that the wayside horn would be in place. However, if the train engineer deemed it appropriate to sound the horn based on, for example, trespassers crossing before or after the formal crossing, that would be in keeping with the federal regulations.

I hope that this provides greater clarity.

Dahvia

-----Original Message-----
From: Brett Farrow [mailto:brettfarrow@cox.net]
Sent: Monday, September 19, 2016 7:56 AM
To: Dahvia Lynch <dlynch@nctd.org>; 'Michael Strong' <MStrong@encinitasca.gov>; 'Glenn Pruim' <GPruim@encinitasca.gov>; 'Manjeet Ranu' <mranu@encinitasca.gov>
Cc: 'Edward Deane' <edeane@encinitasca.gov>; Don Filippi <dfilippi@nctd.org>
Subject: RE: BNSF Railway

Thank you Dahvia.

It's a lot of information but I still don't read a clear answer. BNSF seemed to put an emphasis on Federal Approval.

The basic question is will the freight trains still use horn blasts with the Quiet Zone being proposed?

Answer 1: Yes- the freights will use horn blasts at this pedestrian crossing with the proposed Quiet Zone.

Answer 2: No- the freights will not use horn blasts at this pedestrian crossing with the proposed Quiet Zone.

Brett

-----Original Message-----
From: Dahvia Lynch [mailto:dlynch@nctd.org]
Sent: Sunday, September 18, 2016 8:00 PM
To: 'brettfarrow@cox.net'; 'Michael Strong'; 'Glenn Pruim'; 'Manjeet Ranu'
Cc: 'Edward Deane'; Don Filippi
Subject: RE: BNSF Railway

Brett- our Chief of Rail Operations provided the Code of Federal Regulations (CFR) sections below for your reference. There is also quite a bit of information regarding quiet zones and horn use regulations on the FRA website at: http://www.fra.dot.gov/Page/P0889

Brett

-----Original Message-----
From: Wilemon, Benjamin [mailto:Benjamin.Wilemon@BNSF.com]
Sent: Friday, September 16, 2016 6:33 AM
To: brettfarrow@cox.net
Subject: BNSF Railway

Hello Brett,

I am contacting you in regards to the message below. BNSF does not actually own the track or crossings in Encinitas. Coaster would be the more knowledgeable entity to answer those questions as they own the track. I've provided a link to their contact page below.

http://www.gonctd.com/contact

In general, unless the Federal Railroad Administration authorizes the quiet zone for a specific crossing, any Engineer would be required to sound the horn in the standard pattern. I've provided a link to their page that provides more information about establishing a quiet zone.

https://www.fra.dot.gov/eLib/Details/L04781

I hope this helps,

Ben Wilemon
Community Affairs Manager
817-867-6422
BNSF Railway

Original Inquiry

Name : Brett Farrow
Title :
Assn :
Date : 09/15/16 18:57
Phone : (760) 230-6851
Fax :
Email : brettfarrow@cox.net

I am part of a local community group in the City of Encinitas, California tasked with developing a strategic plan for the railroad right of way on the LOSAN corridor. We are looking at an at grade crossing with wayside horns, and, a quiet zone for the Cardiff section of the corridor.

If the at grade crossing is approved, will the freight trains still use their horn blasts at the crossing like a typical crossing?

Thank you.