

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Jacque Wedding-Scott
Director
City of Loveland Downtown Development Authority
350 N. Cleveland Avenue
Loveland, Colorado 80537

RE: TIGER FY 2016 – Loveland, Colorado Quiet Zone

Dear Honorable Secretary Foxx,

On behalf of the Loveland Downtown Development Authority (DDA), I am writing to express my strong support for the TIGER 8 discretionary grant application submitted by the City of Loveland. The proposal to implement a Quiet Zone on the entire BNSF mainline corridor within city limits will greatly improve the quality of and commercial potential in Loveland by alleviating the negative impacts of train horns, while also improving safety measures at each of these busy crossings.

Under current Federal Railroad Administration rules, trains are required to sound their horn a total of four times (two long bursts, one short and then one long) each time they approach a grade crossing that is not included in a designated Quiet Zone. As there are no existing Quiet Zones in Loveland, train horns are sounded at intersections between railroads and city streets where there is no grade separation. Furthermore, the process of establishing Quiet Zones has proven onerous and prohibitively expensive.

In Loveland, a BNSF mainline corridor runs through some of the most densely-populated residential and commercial areas in the city. This mainline sees significant traffic – up to 16 trains per day – at both daytime and nighttime hours. At up to 110 decibels, the train horns disrupt activities throughout the city, including the downtown historic district. This regular disruption discourages investment and revitalization in key areas, posing an obstacle to achieving our organizational objectives. In one example, an enormous economic catalyst project is currently under way in downtown Loveland – a public-private investment totaling over \$50 million. This project, adjacent to the BNSF corridor, was difficult to realize in part because of train horn noise. A Quiet Zone could significantly enhance the impact and value of this and future projects.

It is the mission of the DDA to promote health, safety, prosperity, and general welfare in downtown Loveland. Therefore we strongly support the Federal Railroad Administration's commitment to reducing accidents at highway-rail grade crossings. Likewise, enabling Loveland to establish a Quiet Zone will help the DDA and Loveland attain our mutual goals in safety while increasing our community's quality of life. Grant support affording Loveland to establish a Quiet Zone will help to encourage, not discourage, revitalization.

In closing, this investment will result in a better quality of life for Loveland's residents and create a stronger environment for vibrant economic activity. For these reasons, I am proud to write in support of this project and hope you will see the potential benefits to our citizens. I urge you to support Loveland's pursuit of a Quiet Zone, and I hope you will see fit to award funding for this worthy effort.

Sincerely,
Jacque Wedding-Scott