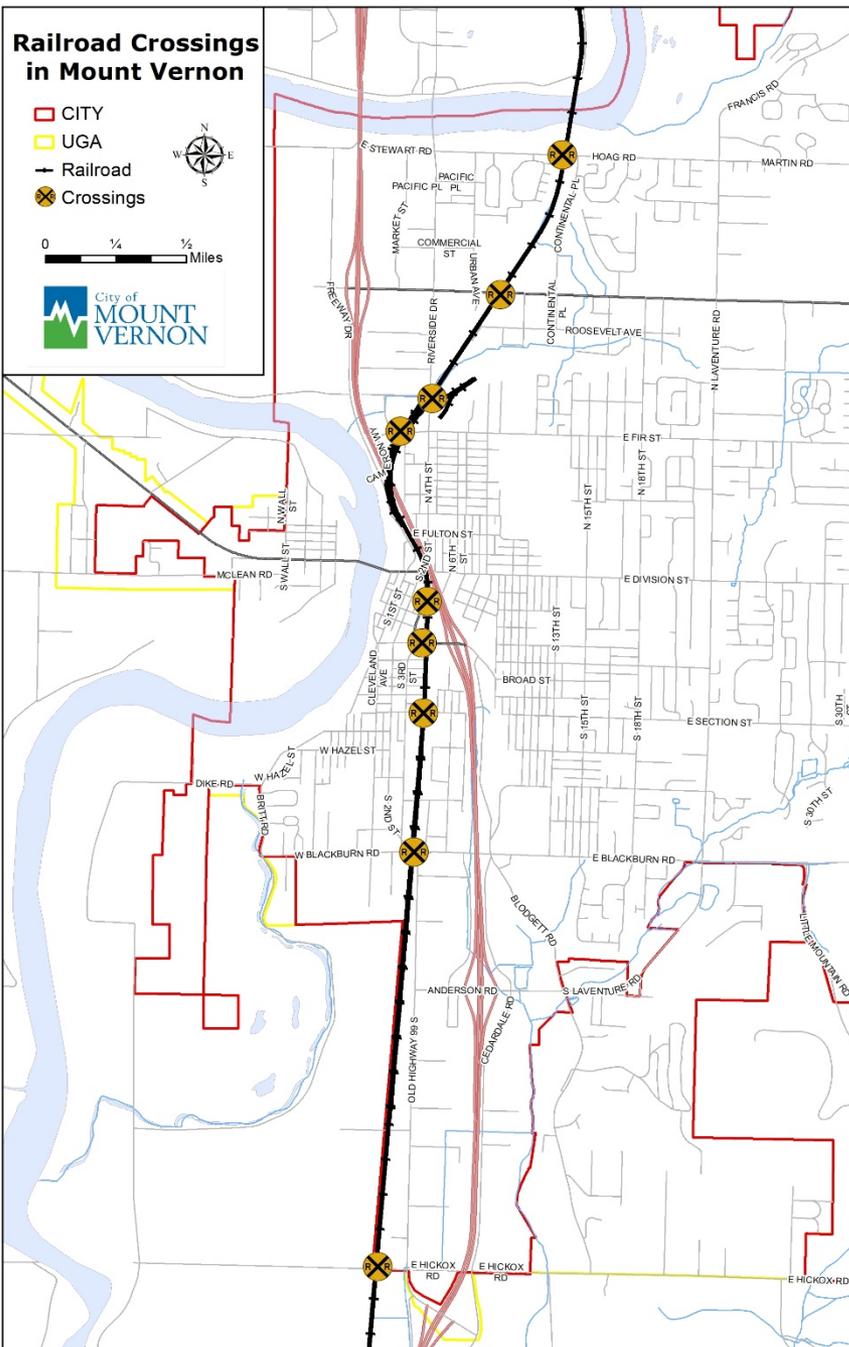


Railway Quiet Zones

February 17, 2021



Trains in Mount Vernon



- Mainline BNSF bisects the City north/south
- 17+ trains per day at ~45mph
- 8 crossings
- Challenging circumstances
 - Urban setting with I-5, railway and Skagit River
 - Long horizontal curve near downtown
 - Passes under and beside noisy I-5
 - Several fatalities over the past 20 years

Train Horn Protocol

Trains sound omnidirectional horns

- sounded on approach to crossing
- sounded at crossing
- long and short blasts used depending on type of crossing

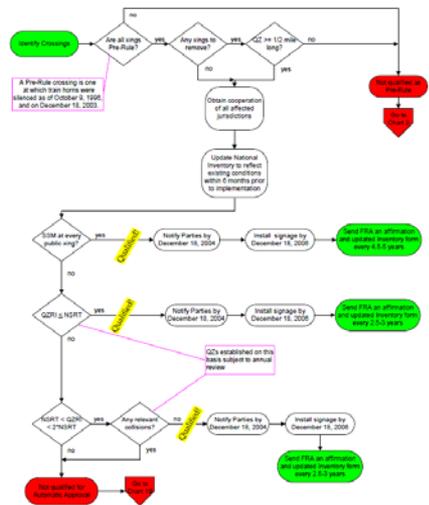
What is a Quiet Zone?

- Stop omnidirectional train horn in a zone at least 1 mile long
- Add horns at crossings and other locations to tailor the soundings better
- Other improvements are usually required to add safety
 - Full Crossing Gates
 - Median Dividers
 - Railway security/fencing

Process for a Quiet Zone is Difficult

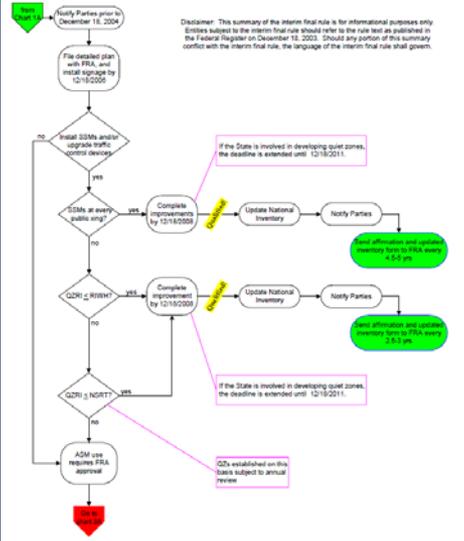
- Feasibility Study – Approved by Federal Railway Administration
- If allowed to establish a quiet zone in Mount Vernon it will be costly for a result replacing train horns with location specific automated horns

**Chart 1A - Pre-Rule Quiet Zones:
Qualifying for Automatic Approval**



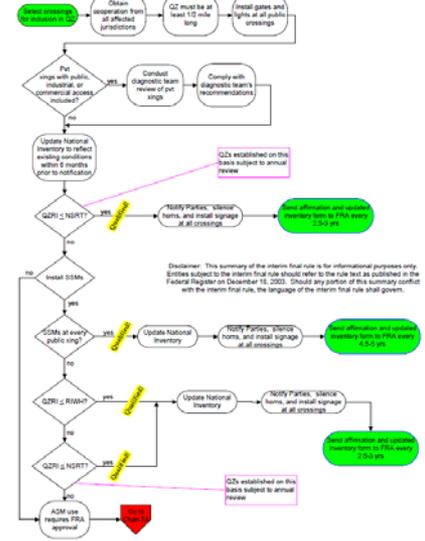
Disclaimer: This summary of the interim final rule is for informational purposes only. Entities subject to the interim final rule should refer to the rule text as published in the Federal Register on December 18, 2009. Should any portion of this summary conflict with the interim final rule, the language of the interim final rule shall govern.

**Chart 1B - Pre-Rule Quiet Zones:
Not Qualified for Automatic Approval**



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Chart 2 - Creating a New Quiet Zone using SSMs



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**Chart 3A - Creating a Quiet Zone using Engineering ASMs
(Modified SSMs)**



Chart 3B: Creating a Quiet Zone using Non-engineering ASMs

