

FY2010 Appropriations Request Form

Office of Congresswoman Jackie Speier
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Individuals/Organizations must respond to all questions on the form. Incomplete proposals will not be considered.

All requests will be evaluated before the 12th Congressional District's Citizens Oversight Panel. Appointments to appear before the panel must be made through Cookab Hashemi, chief of staff, at 202/225-3531 or Cookab.Hashemi@mail.house.gov. The panel will convene on the following days; Saturday, March 7, Friday, March 13 and Friday, March 20, 2009. All proposals must be submitted by March 2, 2009.

Date Submitted: March 2, 2009

Project Name: Positive Train Control System

Individual/Organization: *(Is the grantee located in the 12th Congressional District?)*

Caltrain

Amount Requested *(if requesting report language, please attach.):* \$1,000,000

Appropriations Bill/Account/Relevant Authorization law/bill/status *(e.g., "Public Law 107-111"; "FY2008 DOD Authorization", "Currently pursuing authorization through Agriculture Committee", "Safe Drinking Water Act" or "Hatch Act"):*

Transportation-Housing and Urban Development (THUD)/ Federal Railroad Administration (FRA)/ Railroad Research and Development Account

Local Contact *(Please provide full contact information, including any relevant phone extensions, and indicate if there is a separate D.C. contact.):*

Local Contact: Seamus Murphy, Government Affairs Manager, (650) 508-6388, murphys@samtrans.com

D.C. Contact: Eve O'Toole/(202) 419-2505/eve.otoole@hklaw.com and Dustin McDonald/(202) 419-2511/dustin.mcdonald@hklaw.com

Organization's Main Activities. The Peninsula Corridor Joint Powers Board (Caltrain), is a public entity operating the commuter rail system between San Francisco and San

Jose/Gilroy. Caltrain operates 96 trains per day, including 10 Baby Bullet trips linking San Jose to San Francisco in less than an hour. Caltrain services about 39,000 passengers weekly, with many trains approaching maximum occupancy at peak load point. Demand is projected to double in the next 20 years. Caltrain is taking measures to allow the commuter rail to expand service to new riders, implement important safety measures and reduce greenhouse gas emissions by converting the rail system from diesel to electric engines. One of the important safety measures is Positive Train Control.

Please show main items in the project and total cost in a simplified chart form.

(Please include the amount of any Federal/State/Local/Private funds, including any in-kind resources.)

Concept of Operation	\$350,000
Project Specific Rail Road Safety Plan	\$450,000
Project Implementation Plan	\$275,000
Interoperability Requirement	\$625,000
Development Plan	\$300,000
Bid Evaluation and Award Design Build Contract	<u>\$500,000</u>
Total Project Cost	\$2,500,000
Federal Request:	\$1,000,000
Local Commitment:	\$1,500,000

Project Description, including a timeline, goals, expected outcomes and specific uses of Federal Funds. *(Your response must focus on the requested funds rather than the organization's mission and general activities. Please limit your response to 250 – 500 words.)*

Caltrain is seeking Federal support for its Positive Train Control (PTC) system. The PTC is an integrated signal and communication system that will improve train performance, reliability, and safety while allowing Caltrain to respond to consistent demand for expanded service along the U.S. 101 corridor.

Having experienced a 54% increase in ridership since 1992, Caltrain now maintains an average weekday ridership of 39,000 passengers, with many trains approaching 100 percent occupancy at peak load point. Demand is projected to double in the next 20 years. To address steadily increasing ridership, Caltrain developed a 20-year plan (Caltrain 2025), which will allow the commuter rail to expand service to new riders, implement important safety measures and reduce greenhouse gas emissions by converting the rail system from diesel to electric engines. A key component to the success of Caltrain 2025 is PTC.

The new system will bring together state-of-the-art Communications Based Train Control that will substantially improve capacity and quality of service while enabling more intelligent control of grade crossing highway warning systems. To accomplish this the PTC will overlay the existing conventional wayside signaling system, employing additional equipment to interface with the conventional signaling and grade crossing

warning systems, as well as wireless communications between the train and wayside systems, onboard train system equipment, hi-rail system equipment, and office system units.

The PTC will provide continuously updated “in the cab” indications to the train operator according to conditions that affect the train’s movement authority. The system will also dynamically interact with the grade crossing warning systems to minimize excess warning time, thereby reducing the tendency of impatient motorists to believe it is safe to disregard and circumvent warning devices, thus avoiding associated collisions. Together the continuous cab signaling and integrated intelligent control of grade crossing warning systems equipment will improve safety and the quality of operations service. Intelligent control of the grade crossing warning systems will also minimize impacts to vehicular traffic, not only at the grade crossing, but also along the streets feeding into the grade crossing. In addition to serving Caltrain, the PTC will continue to serve freight.

Currently Caltrain is coordinating the development of this project with the support of the Federal Railroad Administration and other regulatory agencies, railroads, transit agencies, and vendors. Federal support for this project will enable critical demonstration, testing and initial deployment of the program.

How will this earmark serve to expand the capacity of your organization and how will your organization sustain this work beyond the federal funding? *(Your response must focus on the impact of the requested funds rather than the organization’s long-term goals.)*

This project will allow Caltrain to proceed with preliminary demonstration and deployment of a critical railroad traffic signal and control system to provide a higher margin of safety for higher train frequencies required to expand service along the rail corridor. In addition to being vital to Caltrain’s long term 2025 vision, expanding capacity is also necessary for the eventual implementation of high speed rail service to San Francisco. All rail systems are federally mandated to deploy a PTC system by 2015. This earmark will help Caltrain stay on pace to comply with this mandate. Once the control system is in place, it will be maintained through Caltrain’s normal maintenance efforts.

What is the local significance of this project?

This project will provide all riders and residents with a vital safety measure by having a system in place to avoid train collisions; improve reliability, frequency and capacity of the system; and improve fuel efficiency. PTC is a necessary component for a fully electrified Caltrain system and for the eventual implementation of high speed rail service to San Francisco.

How many residents of the 12th CD will benefit from this project? *(i.e. jobs created, services rendered to, how many people, etc.)*

Caltrains weekly ridership is 39,000 passengers with significant projected growth in the future. Positive Train Control would provide a vital security measure for all those passengers and future passengers who ride Caltrain. Additionally, the residents of the 12th CD that live and drive near the train would have more security knowing that a train collision is avoidable.

List any other organizations or state/local elected officials who have expressed support for the project in writing. *(Please submit copies of support letters along with the proposal.)*

The City of San Mateo
The City of Redwood City
The City of Millbrae
The City of Daly City
The City of South San Francisco
The City of Burlingame
The Building Trades Council of San Mateo County
The Bay Rail Alliance
Silicon Valley Leadership Group
Amalgamated Transit Union

Does the organization have any other funding requests for this project? *(Federal, State, Local or private pending?)*

Caltrain has committed \$1,500,000 in local resources to the demonstration and initial deployment of this project.

Has the organization previously received Federal funds for this project? *(Please list any funds received [by fiscal year] and briefly describe how those funds were spent.)* No.

Please attach a list of your organization's staff and board members *(if any)*.
Attached.

Please attach any additional relevant materials.

Caltrain Board of Directors 2009

Representing City and County of San Francisco

- **Jose Cisneros**, appointed by the Mayor of San Francisco
- **Sean Elsbernd** (Vice Chair), appointed by San Francisco County Board of Supervisors
- **Nathaniel Ford**, appointed by the Municipal Transportation Agency

Representing the San Mateo County Transit District

- **Mark Church**, representing SamTrans
- **Jim Hartnett**, city council member
- **Arthur L. Lloyd**, appointed by San Mateo County Transit District

Representing Santa Clara Valley Transportation Authority

- **Ash Kalra**, representing VTA
- **Don Gage** (Chair), county supervisor
- **Ken Yeager**, county supervisor, representative to Metropolitan Transportation Commission