

Congress of the United States
Washington, DC 20515

October 2, 2009

Chairman John W. Olver
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
Room 2358-A Rayburn House Office Building
Washington, DC 20515

Ranking Member Tom Latham
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
1016 Longworth House Office Building
Washington, DC 20515

Chairman Patty Murray
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
142 Dirksen Senate Office Building
Washington, DC 20515

Ranking Member Christopher Bond
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
142 Dirksen Senate Office Building
Washington, DC 20515

Dear Chairmen Olver and Murray and Ranking Members Latham and Bond:

As you work to reconcile the differences between the House and Senate versions of H.R. 3288, the Fiscal Year 2010 Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, we urge you to maintain the level of funding contained in the Senate-passed bill for the development and installation of Positive Train Control (PTC) technology. PTC is a safety overlay system designed to prevent train-to-train collisions and other train accidents.

The Rail Safety Improvement Act (RSIA) of 2008 mandated a large scale implementation of PTC on all rail main lines used to carry passengers or certain highly hazardous materials. Currently, all of the affected railroads are aggressively pursuing development of the PTC implementation plans required by RSIA and are adapting their individual PTC systems to maximize interoperability. The likely cost of the mandate to the rail industry is staggering—the Federal Railroad Administration (FRA) recently estimated the price tag at \$10 billion. Even at the higher ranges of earlier estimates by the FRA and other stakeholders, cost estimates were less than half of what the latest FRA cost-benefit analysis shows.

The Senate-passed version of H.R. 3288 fully funds the \$50 million authorized in FY 2010 for the Rail Safety Technology Grant Program, which is anticipated to be used primarily for development and installation PTC technology. While this funding level is encouraging, if the Congress is truly committed to the law it passed last year, significant additional public dollars will be needed to help meet this challenge. If the rail industry must fully bear the cost of this mandate, it will likely come at the expense of capacity expansion and, potentially, other maintenance or safety technology expenditures. Therefore, we urge you to maintain the Senate level of funding of \$50 million for the Rail Safety Technology Grant Program.

We appreciate your past support for funding policies that will improve the safety and security of our nation's rail system. We look forward to working with you to fund this next important step.

Sincerely,



GARY G. MILLER
Member of Congress



LUCILLE ROYBAL-ALLARD
Member of Congress



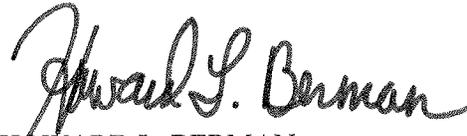
ELTON GALLEGLY
Member of Congress



ADAM B. SCHIFF
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HOWARD L. BERMAN
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JUDY CHU
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LOIS CAPPS
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MARK H. SCHAUER
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DIANE E. WATSON
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