June 11, 2008

John Barna, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

SUBJECT: HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROGRAM

Dear Mr. Barna:

The City of Santa Barbara would like to use funds set aside under the HRSCA Proposition 1B subprogram. The City believes that with the use of these funds it can improve reliability and traffic delay at two of its traffic signal interconnected railroad preempt crossings. It could do so by adding battery power backup, which would allow the clear out RR preempt phase to remain reliable with the railroads train sensing equipment preventing cars from being trapped on the tracks. This would also bring these interchanges up to FHWA compliance and guidance on Traffic Control Devices at Highway-Rail Grade Crossings.

LOCATION: The project will take place within the City of Santa Barbara, California at two locations along the Union and Pacific Railroad at mile marker 368.50 (Milpas and Indio Muerto Intersection) and mile marker 367.50 (State and Yanonali Intersection).

Project Limits: The project is limited to installing two battery backup systems to two Intersections with existing RR interconnected preemption. The parts will be ordered and installed once the project has been funded.

Description: The City of Santa Barbara would like to use funds set aside under the HCRSA Proposition 1B subprogram. The City believes that with the use of these funds it can improve reliability and traffic delay at two of its traffic signal interconnected railroad preempt crossings. It could do so by adding battery power backup, which would allow the clear out RR preempt phase to remain reliable with the railroads train sensing equipment preventing cars from being trapped on the tracks during power outages.

Purpose and Need: This would bring these intersections up to FHWA compliance and guidance on Traffic Control Devices at Highway-Rail Grade Crossings.

Project Benefits: During power outages the City's interconnected traffic signal and Railroad switching cross gates would operate in a safe and designed manner allowing preempt track clearance phases to occur in stead of stop and go (dark intersection) emission dumping movement.

Non-HRCSA funding: The City of Santa Barbara will use 1A funding for this project if HRCSA Proposition 1B funding is not available.

Useful life of project: The City expects the Caltrans approved equipment will have a useful life of 15 years but the City expects to replace the storage batteries after 4 years.

Equipment and Construction Costs: Lead time 4-6 weeks ARO

- Myers MP2000 battery back-up (Qty: 2)
- Power Transfer Switch/Manual Bypass Switch Kit for 332 Cabinet (Qty: 2)
- 79 Amp Hour Batteries (Qty: 8)
- Side-Mount Battery Cabinets (Qty: 2)

Total Equipment Cost: $7,720.00

- Construction and Installation Costs: $1,500.00

Grand Total $9,220.00

Please contact Ron Chandler, Acting Transportation Engineering Associate, at 805-897-2615 if you have questions.

Sincerely,

Browning Allen
Transportation Manager

BA/mb