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HOUSE JOINT RESOLUTION

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WHEREAS, Positive Train Control is a safety system of highly advanced technologies designed to automatically stop a train before certain types of accidents occur; and

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WHEREAS, Positive Train Control was mandated by the United States Congress for all passenger and Class I freight railroads in the Rail Safety Improvement Act of 2008; and

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WHEREAS, Congress has mandated that Positive Train Control must be designed to prevent train-to-train collisions, derailments caused by excessive speed, unauthorized incursions by trains onto sections of track where maintenance activities are taking place, and the movement of a train through a track switch left in the wrong position; and

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WHEREAS, Positive Train Control is a sophisticated system that requires an Onboard component that would activate braking as necessary, a Wayside component that would monitor railroad track signals and circuits, a Back Office component to store all the information related to a rail network and trains operating across the network, and a Communications Network to connect components in the locomotive, cab car, back office, wayside, and base station radios; and

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1 WHEREAS, The Positive Train Control interoperability
2 regulation requires that any train operating on another
3 railroad's network must communicate with the host railroad's
4 Positive Train Control System; and

5 WHEREAS, The development and implementation of Positive
6 Train Control constitute an unprecedented technological
7 challenge on a scale never attempted in the United States rail
8 industry; and

9 WHEREAS, Much of the technology needed for Positive Train
10 Control did not even exist when the mandate became law in 2008;
11 and

12 WHEREAS, The Rail Safety Improvement Act of 2008 mandated
13 that Positive Train Control be active on all passenger and
14 Class I freight rail lines by December 31, 2015; and

15 WHEREAS, Metra is the agency that coordinates commuter rail
16 travel throughout the greater Chicagoland area; Metra must meet
17 the congressional requirement of Positive Train Control on its
18 lines; and

19 WHEREAS, Positive Train Control is an extremely expensive,
20 time-consuming, and technologically-demanding system to
21 implement; and

1 WHEREAS, Metra has been diligent in its good faith efforts
2 to implement Positive Train Control by the December 31st
3 deadline; and

4 WHEREAS, Metra operates 11 rail lines with 241 stations
5 within the Chicago region, which is the nation's busiest rail
6 hub; and

7 WHEREAS, This complex Chicago rail network has made Metra's
8 good faith efforts to implement Positive Train Control more
9 difficult; and

10 WHEREAS, Metra has also been hampered in its efforts to
11 implement Positive Train Control due to other technical
12 difficulties, such as radio frequency spectrum limitations
13 imposed by the Federal Communications Commission, and also due
14 to a lack of adequate funding support from both the federal and
15 State levels; and

16 WHEREAS, The Federal Railroad Administration has said that
17 it might force railroads that have not met the December 31st
18 deadline to cease operations or it might impose daily fines on
19 those railroads that are not in compliance; and

20 WHEREAS, Either of these actions by the Federal Railroad

1 Administration would impose extreme hardship on Metra and the
2 commuters who rely on Metra's services; and

3 WHEREAS, No commuter rail line in the United States has yet
4 fully implemented an interoperable Positive Train Control
5 System; therefore, be it

6 RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE
7 NINETY-NINTH GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, THE
8 SENATE CONCURRING HEREIN, that we call on Congress to extend
9 the deadline for passenger and Class I railroads to implement
10 Positive Train Control; and be it further

11 RESOLVED, That, should Congress not extend the deadline,
12 then we call on Congress to authorize the Federal Railroad
13 Administration to grant individual waivers to the deadline as
14 long as a rail agency shows good faith efforts to implement
15 Positive Train Control as determined by the Federal Railroad
16 Administration; and be it further

17 RESOLVED, That suitable copies of this resolution be
18 delivered to the members of the Illinois congressional
19 delegation.