

AMENDMENT NO. _____ Calendar No. _____

Purpose: To require Class I railroad carriers and entities providing regularly scheduled intercity or commuter rail passenger transportation to submit progress reports to the Secretary of Transportation until their positive train control systems have been certified.

IN THE SENATE OF THE UNITED STATES—114th Cong., 1st Sess.

S. 650

To extend the positive train control system implementation deadline, and for other purposes.

Referred to the Committee on _____ and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by

Viz:

1 At the end of the bill, add the following:

2 **SEC. 5. REPORTS.**

3 Section 20157(a) of title 49, United States Code, is
4 amended by adding at the end the following:

5 “(3) PROGRESS REPORTS.—

6 “(A) IN GENERAL.—Beginning 6 months
7 after the date of the enactment of the Railroad
8 Safety and Positive Train Control Extension
9 Act, and annually thereafter until its positive
10 train control system is certified by the Sec-

1 retary under subsection (h), each Class I rail-
2 road carrier, and each entity providing regularly
3 scheduled intercity or commuter rail passenger
4 transportation, required to submit a plan under
5 paragraph (1) shall submit a progress report to
6 the Secretary on the status of the plan.

7 “(B) CONTENTS.—A progress report under
8 subparagraph (A) shall include—

9 “(i) a section describing the total
10 number of positive train control compo-
11 nents required, the number of components
12 that have been installed, equipped, or de-
13 ployed as of the date of the progress re-
14 port, the number of components that re-
15 main to be installed, equipped, or deployed,
16 and an estimated completion date for full
17 positive train control system completion;

18 “(ii) a section summarizing the num-
19 ber of employees requiring training under
20 section 236.1041 of title 49, Code of Fed-
21 eral Regulations, and the status of the
22 training activities; and

23 “(iii) a section summarizing the re-
24 maining challenges to full positive train
25 control system implementation, including

1 testing issues, interoperability challenges,
2 and certification challenges.

3 “(C) DEFINITION OF COMPONENT.—In
4 this paragraph, the term ‘component’ means a
5 locomotive apparatus, wayside interface unit,
6 switches in non-signal positive train control ter-
7 ritory, base station radio, wayside radio, or lo-
8 comotive radio.

9 “(D) WEBSITE.—Not later than 30 days
10 after receiving a progress report under this
11 paragraph, the Secretary shall make the report
12 available on the website of the Federal Railroad
13 Administration.”.