

S 1006

Positive Train Control Safety Act

Congress: 114 (2015–2017, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Apr 16, 2015

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation. (Sponsor introduc

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (Sponsor introductory remarks on measure: CR S2252-2253) (Apr 16, 2015)

Official Text: <https://www.congress.gov/bill/114th-congress/senate-bill/1006>

Sponsor

Name: Sen. Feinstein, Dianne [D-CA]

Party: Democratic • **State:** CA • **Chamber:** Senate

Cosponsors (7 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Blumenthal, Richard [D-CT]	D · CT		Apr 16, 2015
Sen. Boxer, Barbara [D-CA]	D · CA		Apr 16, 2015
Sen. Gillibrand, Kirsten E. [D-NY]	D · NY		Apr 16, 2015
Sen. Schumer, Charles E. [D-NY]	D · NY		Apr 16, 2015
Sen. Murphy, Christopher [D-CT]	D · CT		Apr 21, 2015
Sen. Markey, Edward J. [D-MA]	D · MA		May 14, 2015
Sen. Nelson, Bill [D-FL]	D · FL		May 18, 2015

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Apr 16, 2015

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
114 S 650	Related bill	Sep 22, 2016: Placed on Senate Legislative Calendar under General Orders. Calendar No. 641.

Positive Train Control Safety Act

This bill authorizes the Department of Transportation (DOT) to extend the deadline, in one-year increments, for implementation of positive train control systems if full implementation by the existing deadline will likely be infeasible due to circumstances beyond the control of the applicant, and other certain other criteria are met.

Each Class I railroad carrier, and each entity providing regularly scheduled intercity or commuter rail passenger transportation, must submit annual progress reports to DOT on the status of its implementation plan.

Such plans shall now be required for any such carrier or entity governing operations on a main line over which 20 or more tank cars loaded with petroleum crude oil, ethanol, or other Class 3 material are transported.

DOT shall assess electromagnetic spectrum needs and availability for implementing positive train control systems.

Applicable railroad carriers shall establish a confidential close call reporting system program subject to DOT regulations.

A railroad carrier providing commuter rail passenger transportation on high density commuter railroad lines, when performing a required inspection, shall:

- at least once each two weeks traverse each line by vehicle or inspect each main line on foot, and
- at least once each month traverse and inspect each siding by vehicle or by foot.

DOT shall:

- study the effectiveness of positive train control and related technologies on reducing collisions at highway-rail grade crossings; and
- promulgate regulations to require that on-track safety programs, whenever practicable and consistent with other safety requirements and operational considerations, include requiring implementation of redundant signal protection, such as shunting, for maintenance-of-way work crews who depend on a train dispatcher to provide signal protection.

Actions Timeline

- **Apr 16, 2015:** Introduced in Senate
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