

POSITIVE TRAIN CONTROL – THE COMMUTER OPERATOR’S VIEW

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Introduction

Positive Train Control Enforcement and Implementation Act of 2015 – amended 49 U.S.C. 20157

- Extended implementation deadline to Dec. 31, 2018
- Alternative schedule deadline Dec. 31, 2020 – if sufficient completion of implementation in place by end of 2018

ALL FREIGHT AND PASSENGER RAILROADS REQUIRED TO INSTALL PTC HAVE MET 2018 DEADLINE OR QUALIFIED FOR ALTERNATE SCHEDULE



Implementation

Challenges:

Novel procurement issues:

- No off-the-shelf technology – hardware or software

- Acquisition of radio spectrum in limited band

Cost – unfunded mandate

Coordination among railroads – at least one freight RR, and usually also Amtrak





Implementation

Limited market

- Small vendor ecosystem – supply chain bottlenecks
- Turnkey solutions desired – not always achievable

Vendors sought uniform contracts

- Sovereign immunity – vendors sought waivers
- Difficult to allocate risk – vendors sought blanket indemnities
- Insurance/indemnity issues
- Vendor-specified venue – not always possible under state law



Implementation

Solutions

Spectrum: Sublease from
Class I host

State-required contract
terms: Use vendor's
standard contract –
negotiate amendments as
riders

Allocate risk: Each party
responsible for its own
Cap liability using statutory
\$295 million cap at 49
U.S.C. 28103 - insure



Implementation and Beyond

Public Awareness

Large variations in level of public interest

Communicate, communicate, communicate!



Benefits

Train separation and collision prevention

Line speed enforcement

Temporary speed restrictions

Roadway worker protection



Looking Ahead

Impact on timetables

Impact on fuel usage

Staffing demands

Operational interactions with freight railroads

Metro-North – \$2.3 million FRA grant for communications test lab

Efficient spectrum utilization

Operational reliability



Questions?

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