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COMMITTEE ON ENERGY AND COMMERCE

**Congress of the United States**

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**House of Representatives**

Washington, DC 20515-1309

July 27, 2012

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CHIEF DEPUTY WHIP

Chairman Julius Genachowski  
Federal Communications Commission  
445 12th Street SW  
Washington, DC 20554

*WTB  
Spectrum  
965*

RE: WT Docket No. 11-79 Spectrum Needs for Positive Train Control

Dear Chairman Genachowski:

I write in regards to a matter before the FCC that will impact my constituents and Metra (the Northeast Illinois Regional Commuter Railroad Corporation), a commuter railway system serving the Chicagoland area. I hope to gain a better understanding of the status of the proceeding before the FCC and to learn about FCC's plans to accommodate the concerns expressed by Metra and many other passenger rail lines.

The Railroad Safety Improvement Act of 2008 took several important steps to better protect the public from railway accidents that threaten passenger safety and regional security. Among the important changes was the plan to establish a Positive Train Control system which would use new technology to prevent train collisions, track malfunctions, and other damaging consequences. It also set a deadline of December 31, 2015 for implementation of the PTC system for Class I freight as well as passenger railroads.

Metra has served the Chicago area well, completing over 80 million passenger trips in 2010. The cost of implementation of the PTC could be as much as \$200 million for Metra alone. Metra – like many other commuter railways – is not in a position to fund that kind of an investment, nor does it want to pass the cost on to commuters and businesses that rely upon its services.

Last May, the FCC's Wireless Telecommunications Bureau (WTB) announced that it would seek comments from stakeholders regarding the frequency bands and amount of spectrum needed to successfully implement PTC. According to the FCC, "the record received in response to this Public Notice will be instrumental in a Commission determination of what future proceedings or actions, if any, might facilitate an effective, efficient, and timely process for railroads to acquire spectrum to comply with the PTC implementation requirements under the RSIA and FRA regulations." Metra joined with other commuter railroads and submitted comments through the American Public Transportation Association (APTA) to that proceeding. The comment period closed over a year ago, but no action has yet been announced on this matter.

I would like to know when action can be expected in response to the WTB proceeding. As you know, the deadline for implementation is quickly approaching, and Metra and other commuter

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Chairman Julius Genachowski

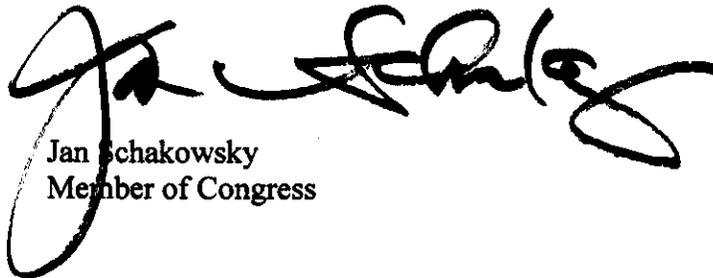
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railroads would benefit from information relevant to their PTC obligation. It is my hope that cost and feasibility will be seriously considered in implementing the PTC, and that accommodations will be made if necessary to enable commuter railways to comply.

Your attention to these issues is much appreciated. I look forward to hearing from you regarding the WTB proceeding and the FCC's plan to address the concerns raised by Metra and other commuter rail lines.

Sincerely,

A handwritten signature in black ink, appearing to read "Jan Schakowsky". The signature is stylized with large, sweeping loops and a prominent initial "J".

Jan Schakowsky  
Member of Congress