

part of the transportation reauthorization bill with overwhelming support. It is a measured, realistic response to the delayed implementation we have witnessed. Overall, this bill strives to hold the railroads to their safety commitments.

To understand the importance of PTC, we must revisit a terrible tragedy in my State of California, near Chatsworth.

In 2008, a Los Angeles Metrolink commuter train collided head-on with a Union Pacific freight train, killing 25 people and injuring 135 more.

Testimony from the victims who survived the crash paint a gruesome picture of the aftermath. "Severed limbs were strewn all about and blood was pooled everywhere." Victims' bodies, many torn to pieces, had to be extracted from heaps of steel and wreckage.

One passenger described coming across a man who had been crushed by an air vent: "His mangled legs were all I could see, but his cries for help were very loud. Eventually he must have died, as he was calling out for his mother and then no more sounds. [. . .] I was trying to decide if I would die by fire or suffocation of smoke."

Many victims suffered traumatic brain injuries and those sitting at tables suffered "horrible abdominal injuries that cannot be medically resolved." As the National Transportation Safety Board found in its investigation, this terrible tragedy could have been prevented if the Positive Train Control technology had been in place.

Positive Train Control is a system for automatic train safety, which was originally recommended by the National Transportation Safety Board in 1970.

Using GPS and wireless technology, Positive Train Control can automatically put the brakes on trains about to collide or derail. Positive Train Control can monitor trains and stop them if they enter the wrong track or are about to run red lights.

In the Metrolink crash, it was later determined that the engineer was texting, causing him to miss a red signal and cause the deadly collision.

PTC could have prevented this, as it could have forced the train to stop before running onto the same track as the oncoming freight train.

This horrific accident became a rallying cry for Congress, which responded by passing the Rail Safety Improvement Act in 2008.

This legislation mandated the widespread installation of PTC by the end of 2015.

The railroad industry has fought PTC from start. Now, as the deadline rapidly approaches, railroads are again lobbying hard to delay installation. Many have not even begun installing PTC in any form—something that is particularly disturbing to me.

After its terrible accident, Metrolink in California has shown great leader-

ship and plans to be the first railroad to be fully certified. Metrolink is on track to do so by the federally-mandated deadline of December 31, 2015.

Several other railroad companies in California are also on track to begin using PTC this year, in demonstration mode, on the path to final certification. These include the North County Transit District in San Diego and Caltrain in the Bay Area.

In addition, new passenger rail services in California plan to operate with PTC from the first moment that they come on-line, including the Sonoma-Marina Area Rail Transit line in 2016 and the first High Speed Rail segment in 2022.

California is committed to safe and efficient rail. I believe my State demonstrates that railroads around the country can and should be expected to implement Positive Train Control as soon as is feasible, without unnecessary delay.

The bill that the Senate Commerce Committee recently voted to advance is a no-strings-attached bill that would extend by 5 years the deadline by which PTC must be implemented.

On top of that, it offers railroads an optional extension of an additional 2 years on a case-by-case basis. Extending the deadline through until the outset of 2023.

Effectively, this is just kicking the can down road once more.

I am deeply concerned about this blanket extension. First, it rewards those that have chosen delay over action. More troubling, it could have deadly consequences for Americans across the country.

It has been 7 years since the collision at Chatsworth claimed 25 lives, and 45 years since the National Transportation Safety Board first recommended a system like Positive Train Control.

Unnecessary delay is simply not acceptable.

This is why I am introducing this bill today. I believe it will incentivize railroads to install PTC as quickly as possible.

My bill allows case-by-case, single-year extensions through 2018 for railroads that have demonstrated good faith efforts to implement PTC. It also instructs the Department of Transportation to only grant extensions if the Secretary determines that a railroad's efforts to implement PTC were delayed due to circumstances beyond their control.

In addition, the bill offers a number of other common-sense provisions relating to Positive Train Control requirements and railroad safety. These provisions reflect the lessons we have learned since the Rail Safety Improvement Act first required the implementation of PTC 6½ years ago.

These provisions include bolstering the transparency of railroads' implementation efforts, by requiring regular status reports; and ensuring trains carrying crude oil or ethanol run on tracks with PTC.

The provision requires better coordination between the Federal Railroad Administration and the Federal Communications Commission to ensure adequate wireless communications availability.

Requiring the Department of Transportation to evaluate the effectiveness of PTC at grade crossings.

Improving opportunities for railroad employees to report safety deficiencies.

Protecting employees in rail work zones.

Improving inspection practices on commuter railroads.

Riding our rails should not be a dangerous activity. It doesn't have to be. If we have the technology to prevent collisions, we must use it.

I urge my colleagues to carefully consider this proposal.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 136—EX-PRESSING SUPPORT FOR THE DESIGNATION OF MAY 1, 2015, AS "SILVER STAR SERVICE BANNER DAY"

Mr. BLUNT (for himself and Mrs. MCCASKILL) submitted the following resolution; which was referred to the Committee on Armed Services:

S. RES. 136

Whereas the Senate has always honored the sacrifices made by the wounded and ill members of the Armed Forces;

Whereas the Silver Star Service Banner has come to represent the members of the Armed Forces and veterans who were wounded or became ill in combat in the wars fought by the United States;

Whereas the Silver Star Families of America was formed to help the people of the United States remember the sacrifices made by the wounded and ill members of the Armed Forces by designing and manufacturing Silver Star Service Banners and Silver Star Flags for that purpose;

Whereas the sole mission of the Silver Star Families of America is to evoke memories of the sacrifices of members of the Armed Forces and veterans on behalf of the United States through the presence of a Silver Star Service Banner in a window or a Silver Star Flag flying;

Whereas the sacrifices of members of the Armed Forces and veterans on behalf of the United States should never be forgotten; and

Whereas May 1, 2015, is an appropriate date to designate as "Silver Star Service Banner Day": Now, therefore, be it

Resolved, That the Senate supports the designation of May 1, 2015, as "Silver Star Service Banner Day" and calls upon the people of the United States to observe the day with appropriate programs, ceremonies, and activities.

SENATE RESOLUTION 137—CONGRATULATING THE ADMINISTRATION, STAFF, STUDENTS, AND ALUMNI OF ROOSEVELT UNIVERSITY ON THE OCCASION OF THE 70TH ANNIVERSARY OF THE UNIVERSITY

Mr. KIRK (for himself and Mr. DURBIN) submitted the following resolution; which was considered and agreed to:

S. RES. 137

Whereas on April 17, 2015, Roosevelt University, located in Chicago, Illinois, will celebrate the 70th anniversary of the founding of the University on April 17, 1945;

Whereas Roosevelt University has graduated more than 95,000 students who have become leaders in their professions and careers, including the first African-American mayor of Chicago, Harold Washington;

Whereas Roosevelt University was founded at a time when most institutions of higher education in the United States did not enroll large numbers of minority or immigrant students;

Whereas Roosevelt University became 1 of the first colleges in the United States to admit all qualified students, regardless of race, religion, or national origin;

Whereas throughout its history, Roosevelt University has always remained true to the values of inclusiveness, opportunity, and social justice; and

Whereas today, Roosevelt remains 1 of the most diverse universities in the Midwest: Now, therefore, be it

Resolved, That the Senate—

(1) congratulates the administration, staff, students, and alumni of Roosevelt University on the occasion of the 70th anniversary of the University; and

(2) wishes the entire Roosevelt community many years of continued success in the future.

SENATE RESOLUTION 138—CONGRATULATING THE PROVIDENCE COLLEGE MEN'S ICE HOCKEY TEAM FOR WINNING THE 2015 NCAA DIVISION I NATIONAL CHAMPIONSHIP

Mr. REED of Rhode Island (for himself and Mr. WHITEHOUSE) submitted the following resolution; which was considered and agreed to:

S. RES. 138

Whereas on Saturday, April 11, 2015, the Providence College Friars won the 2015 NCAA Division I Men's Ice Hockey National Championship by defeating the Boston University Terriers by a score of 4 to 3 at TD Garden in Boston, Massachusetts;

Whereas numbers 16, 10, and 6 scored the first three goals for the Friars to keep the game close;

Whereas the extraordinary goal by number 22 in the third period put Providence College in the lead for good;

Whereas the superb goaltending of number 32 held back Boston University's scoring attacks and sealed the victory for the Friars, earning him Most Outstanding Player honors of the NCAA Division I Men's Ice Hockey Tournament;

Whereas the season-long contributions and dedication of all players and coaches of the Friars' hockey team contributed to this National Championship season;

Whereas this is the first NCAA Championship for the Providence College Men's Ice Hockey team;

Whereas the Providence College Friars finished the season with 26 wins and outscored its opponents 19 to 10 in the NCAA Division I Men's Ice Hockey Tournament; and

Whereas the Providence College Men's Ice Hockey team became the latest Rhode Island college team to win a National Championship and earn the pride of the State: Now, therefore, be it

Resolved, That the Senate—

(1) congratulates the Providence College Men's Ice Hockey team for winning the 2015 NCAA Division I National Championship;

(2) commends the players, coaches, and staff of the Providence College Men's Ice Hockey team for their hard work and dedication in making this the most successful season in team history; and

(3) recognizes the Providence College students, alumni, and fans who supported the Men's Ice Hockey team in its pursuit of a National Championship.

SENATE RESOLUTION 139—COMMEMORATING THE 20TH ANNIVERSARY OF THE ATTACK ON THE ALFRED P. MURRAH FEDERAL BUILDING

Mr. INHOFE (for himself and Mr. LANKFORD) submitted the following resolution; which was considered and agreed to:

S. RES. 139

Whereas on April 19, 1995, at 9:02 a.m. central daylight time, in Oklahoma City, Oklahoma, the United States was attacked in 1 of the worst terrorist attacks on United States soil, which killed 168 people and injured more than 850 others;

Whereas this dishonorable act of domestic terrorism affected thousands of families and horrified millions of people across the State of Oklahoma and the United States;

Whereas the people of Oklahoma and the United States responded to this tragedy through the remarkable efforts of local, State, and Federal law enforcement, firefighters, and emergency services, search and rescue teams from across the United States, public and private medical personnel, and thousands of volunteers from the community who saved lives, assisted the injured and wounded, comforted the bereaved, and provided meals and support to those who came to Oklahoma City to help the those endangered and affected by that terrorist act;

Whereas the people of Oklahoma and the United States pledged themselves to build and maintain a permanent national memorial to remember those who were killed, those who survived, and those changed forever;

Whereas that pledge was fulfilled by creating the Oklahoma City National Memorial, which draws hundreds of thousands of visitors from around the world every year to the site of that tragic event in United States history;

Whereas the Oklahoma City National Memorial brings comfort, strength, peace, hope, and serenity to the many visitors who come to the memorial and the museum of the memorial each year to remember and to learn; and

Whereas the 20th anniversary of the terrorist bombing of the Alfred P. Murrah Federal Building in Oklahoma City, Oklahoma, is on April 19, 2015: Now, therefore, be it

Resolved, That the Senate—

(1) joins with the people of the United States in sending best wishes and prayers to the families, friends, and neighbors of the 168 people killed in the terrorist bombing of the Alfred P. Murrah Federal Building in Oklahoma City, Oklahoma;

(2) sends the best wishes and thoughts of Congress to those injured in the bombing;

(3) expresses the gratitude of Congress for the recovery of those injured;

(4) thanks the thousands of first responders, rescue workers, medical personnel, and volunteers from the Oklahoma City community and across the United States who answered the call for help that April morning and in the days and weeks that followed;

(5) resolves to work with the people of the United States to promote the goals and mission established by the Oklahoma City Na-

tional Memorial on the 20th anniversary of that fateful day;

(6) supports the resolve for the future, written on the wall of the memorial, "We come here to remember those who were killed, those who survived, and those changed forever. May all who leave here know the impact of violence. May this memorial offer comfort, strength, peace, hope, and serenity.";

(7) congratulates the people of Oklahoma City for making tremendous progress over the past 2 decades and demonstrating their steadfast commitment to the ability of hope to triumph over violence;

(8) applauds the people of Oklahoma City as they continue to persevere and to stand as a beacon to the rest of the United States and the world attesting to the strength of goodness in overcoming evil wherever it arises in our midst; and

(9) directs the Secretary of the Senate to transmit an enrolled copy of this resolution to the Memorial Foundation, as an expression of appreciation.

SENATE CONCURRENT RESOLUTION 12—RECOGNIZING THE NEED TO IMPROVE PHYSICAL ACCESS TO MANY FEDERALLY FUNDED FACILITIES FOR ALL PEOPLE OF THE UNITED STATES, PARTICULARLY PEOPLE WITH DISABILITIES

Mr. BLUMENTHAL (for himself, Ms. AYOTTE, Mr. MURPHY, Mr. MENENDEZ, Mr. BROWN, and Mr. SCHATZ) submitted the following concurrent resolution; which was referred to the Committee on Health, Education, Labor, and Pensions:

S. CON. RES. 12

Whereas, in 2012, nearly 20 percent of the civilian population in the United States reported having a disability;

Whereas, in 2012, 16 percent of veterans, amounting to more than 3,500,000 people, received service-related disability benefits;

Whereas, in 2011, the percentage of working-age people in the United States who reported having a work limitation due to a disability was 7 percent, which is a 20-year high;

Whereas the Act entitled "An Act to insure that certain buildings financed with Federal funds are so designed and constructed as to be accessible to the physically handicapped", approved August 12, 1968 (42 U.S.C. 4151 et seq.) (referred to in this preamble as the "Architectural Barriers Act of 1968"), was enacted to ensure that certain federally funded facilities are designed and constructed to be accessible to people with disabilities and requires that physically handicapped people have ready access to, and use of, post offices and other Federal facilities;

Whereas automatic doors, though not mandated by either the Architectural Barriers Act of 1968 or the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.), provide a greater degree of self-sufficiency and dignity for people with disabilities and the elderly, who may have limited strength to open a manually operated door;

Whereas a report commissioned by the Architectural and Transportation Barriers Compliance Board (referred to in this preamble as the "Access Board"), an independent Federal agency created to ensure access to federally funded facilities for people with disabilities, recommends that all new buildings for use by the public should have at least one automated door at an accessible