

## House Resolution 661

By: Representatives McClain of the 109<sup>th</sup>, Buckner of the 137<sup>th</sup>, Alexander of the 66<sup>th</sup>, Taylor of the 92<sup>nd</sup>, Tran of the 80<sup>th</sup>, and others

## A RESOLUTION

1 Urging the Federal Railroad Administration to deny CSX's request to become the first  
2 railroad to use Trip Optimizer's Zero-to-Zero feature; and for other purposes.

3 WHEREAS, the safety of Georgians is the paramount duty of government; and

4 WHEREAS, numerous train accidents have caused enormous damage to human life and  
5 property in recent years; and

6 WHEREAS, the safety of train operations impacts communities across this state and the  
7 country; and

8 WHEREAS, CSX has applied to the Federal Railroad Administration to become the first  
9 railroad to use Trip Optimizer's Zero-to-Zero feature, which allows the cruise-control system  
10 to automatically start and stop trains from beginning to end; and

11 WHEREAS, a computer system or algorithm cannot replace the skill, judgment, and  
12 adaptability of a trained engineer and conductor; therefore, allowing a system that relies  
13 solely on technology to control the brakes—the train's most essential safety feature—is  
14 dangerous; and

15 WHEREAS, the Federal Railroad Administration finalized a two-person crew rule in 2024,  
16 establishing two-person crews and barring engineer-only operation on most trains; and

17 WHEREAS, Trip Optimizer with Air Brake Control is a precursor to autonomous train  
18 operation; and

19 WHEREAS, Zero-to-Zero has yet to be tested systemwide and has only been tested on  
20 approximately 25 percent of CSX territory, leaving too many unanswered questions for it to  
21 be implemented systemwide; and

22 WHEREAS, becoming a skilled and efficient locomotive engineer requires years of  
23 locomotive operation, but Zero-to-Zero usage does not allow newly promoted engineers to  
24 continually develop their train operation skills; and

25 WHEREAS, Trip Optimizer usage does not allow experienced locomotive engineers to  
26 continue refining their skills as trains become longer and heavier, all of which handle  
27 differently, and its continued use diminishes the skills of experienced engineers due to the  
28 lack of manual operation; and

29 WHEREAS, the Trip Optimizer system on locomotives malfunctions daily, failing to operate  
30 trains smoothly and allowing for excessive draft and buff forces within the train, which can  
31 cause train separation, block crossings, delay emergency response vehicles, and lead to  
32 derailments that put communities at risk; and

33 WHEREAS, the Georgia Working Families Legislative Caucus urges the Georgia State  
34 Senate to call on the Federal Railroad Administration to deny CSX's request to use Trip

35 Optimizer's Zero-to-Zero feature, which allows the system to automatically start and stop  
36 trains when moving from zero to nine miles per hour.

37 NOW, THEREFORE, BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES that  
38 the members of this body urge the Federal Railroad Administration to deny CSX's request  
39 to use Trip Optimizer's Zero-to-Zero feature, which allows the system to automatically start  
40 and stop trains when moving from zero to nine miles per hour.

41 BE IT FURTHER RESOLVED that the Clerk of the House of Representatives is authorized  
42 and directed to make appropriate copies of this resolution available for distribution to the  
43 public and the press.