

109TH CONGRESS  
1ST SESSION

# S. 1379

To provide increased rail transportation security.

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IN THE SENATE OF THE UNITED STATES

JULY 11, 2005

Mr. MCCAIN introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

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## A BILL

To provide increased rail transportation security.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the  
5 “Rail Security Act of 2005”.

6 (b) TABLE OF CONTENTS.—The table of contents for  
7 this Act is as follows:

- Sec. 1. Short title; table of contents.
- Sec. 2. Rail transportation security risk assessment.
- Sec. 3. Rail security.
- Sec. 4. Study of foreign rail transport security programs.
- Sec. 5. Passenger, baggage, and cargo screening.
- Sec. 6. Certain personnel limitations not to apply.
- Sec. 7. Fire and life-safety improvements.
- Sec. 8. Memorandum of agreement.
- Sec. 9. Amtrak plan to assist families of passengers involved in rail passenger accidents.

- Sec. 10. Systemwide Amtrak security upgrades.  
 Sec. 11. Freight and passenger rail security upgrades.  
 Sec. 12. Oversight and grant procedures.  
 Sec. 13. Rail security research and development.  
 Sec. 14. Welded rail and tank car safety improvements.  
 Sec. 15. Northern Border rail passenger report.  
 Sec. 16. Report regarding impact on security of train travel in communities  
 without grade separation.  
 Sec. 17. Whistleblower protection program.

1 **SEC. 2. RAIL TRANSPORTATION SECURITY RISK ASSESS-**  
 2 **MENT.**

3 (a) IN GENERAL.—

4 (1) VULNERABILITY ASSESSMENT.—The Under  
 5 Secretary of Homeland Security for Border and  
 6 Transportation Security, in consultation with the  
 7 Secretary of Transportation, shall complete a vulner-  
 8 ability assessment of freight and passenger rail  
 9 transportation (encompassing railroads, as that term  
 10 is defined in section 20102(1) of title 49, United  
 11 States Code). The assessment shall include—

12 (A) identification and evaluation of critical  
 13 assets and infrastructures;

14 (B) identification of threats to those assets  
 15 and infrastructures;

16 (C) identification of vulnerabilities that are  
 17 specific to the transportation of hazardous ma-  
 18 terials via railroad; and

19 (D) identification of security weaknesses in  
 20 passenger and cargo security, transportation in-  
 21 frastructure, protection systems, procedural

1 policies, communications systems, employee  
2 training, emergency response planning, and any  
3 other area identified by the assessment.

4 (2) EXISTING PRIVATE AND PUBLIC SECTOR  
5 EFFORTS.—The assessment shall take into account  
6 actions taken or planned by both public and private  
7 entities to address identified security issues and as-  
8 sess the effective integration of such actions.

9 (3) RECOMMENDATIONS.—Based on the assess-  
10 ment conducted under paragraph (1), the Under  
11 Secretary, in consultation with the Secretary of  
12 Transportation, shall develop prioritized rec-  
13 ommendations for improving rail security, including  
14 any recommendations the Under Secretary has for—

15 (A) improving the security of rail tunnels,  
16 rail bridges, rail switching and car storage  
17 areas, other rail infrastructure and facilities, in-  
18 formation systems, and other areas identified  
19 by the Under Secretary as posing significant  
20 rail-related risks to public safety and the move-  
21 ment of interstate commerce, taking into ac-  
22 count the impact that any proposed security  
23 measure might have on the provision of rail  
24 service;

1 (B) deploying equipment to detect explo-  
2 sives and hazardous chemical, biological, and  
3 radioactive substances, and any appropriate  
4 countermeasures;

5 (C) training employees in terrorism pre-  
6 vention, passenger evacuation, and response ac-  
7 tivities;

8 (D) conducting public outreach campaigns  
9 on passenger railroads;

10 (E) deploying surveillance equipment; and

11 (F) identifying the immediate and long-  
12 term costs of measures that may be required to  
13 address those risks.

14 (4) PLANS.—The report required by subsection  
15 (c) shall include—

16 (A) a plan, developed in consultation with  
17 the freight and intercity passenger railroads,  
18 and State and local governments, for the gov-  
19 ernment to provide increased security support  
20 at high or severe threat levels of alert; and

21 (B) a plan for coordinating rail security  
22 initiatives undertaken by the public and private  
23 sectors.

24 (b) CONSULTATION; USE OF EXISTING RE-  
25 SOURCES.—In carrying out the assessment required by

1 subsection (a), the Under Secretary of Homeland Security  
2 for Border and Transportation Security shall consult with  
3 rail management, rail labor, owners or lessors of rail cars  
4 used to transport hazardous materials, first responders,  
5 shippers of hazardous materials, public safety officials (in-  
6 cluding those within other agencies and offices within the  
7 Department of Homeland Security), and other relevant  
8 parties.

9 (c) REPORT.—

10 (1) CONTENTS.—Within 180 days after the  
11 date of enactment of this Act, the Under Secretary  
12 shall transmit to the Senate Committee on Com-  
13 merce, Science, and Transportation and the House  
14 of Representatives Committee on Transportation  
15 and Infrastructure a report containing the assess-  
16 ment and prioritized recommendations required by  
17 subsection (a) and an estimate of the cost to imple-  
18 ment such recommendations.

19 (2) FORMAT.—The Under Secretary may sub-  
20 mit the report in both classified and redacted for-  
21 mats if the Under Secretary determines that such  
22 action is appropriate or necessary.

23 (d) 2-YEAR UPDATES.—The Under Secretary, in con-  
24 sultation with the Secretary of Transportation, shall up-  
25 date the assessment and recommendations every 2 years

1 and transmit a report, which may be submitted in both  
2 classified and redacted formats, to the Committees named  
3 in subsection (c)(1), containing the updated assessment  
4 and recommendations.

5 (e) AUTHORIZATION OF APPROPRIATIONS.—There  
6 are authorized to be appropriated to the Under Secretary  
7 of Homeland Security for Border and Transportation Se-  
8 curity \$5,000,000 for fiscal year 2006 for the purpose of  
9 carrying out this section.

10 **SEC. 3. RAIL SECURITY.**

11 (a) RAIL POLICE OFFICERS.—Section 28101 of title  
12 49, United States Code, is amended by striking “the rail  
13 carrier” each place it appears and inserting “any rail car-  
14 rier”.

15 (b) REVIEW OF RAIL REGULATIONS.—Within 1 year  
16 after the date of enactment of this Act, the Secretary of  
17 Transportation, in consultation with the Under Secretary  
18 of Homeland Security for Border and Transportation Se-  
19 curity, shall review existing rail regulations of the Depart-  
20 ment of Transportation for the purpose of identifying  
21 areas in which those regulations need to be revised to im-  
22 prove rail security.

1 **SEC. 4. STUDY OF FOREIGN RAIL TRANSPORT SECURITY**  
2 **PROGRAMS.**

3 (a) **REQUIREMENT FOR STUDY.**—Within one year  
4 after the date of enactment of the Rail Security Act of  
5 2005, the Comptroller General shall complete a study of  
6 the rail passenger transportation security programs that  
7 are carried out for rail transportation systems in Japan,  
8 member nations of the European Union, and other foreign  
9 countries.

10 (b) **PURPOSE.**—The purpose of the study shall be to  
11 identify effective rail transportation security measures  
12 that are in use in foreign rail transportation systems, in-  
13 cluding innovative measures and screening procedures de-  
14 termined effective.

15 (c) **REPORT.**—The Comptroller General shall submit  
16 a report on the results of the study to the Senate Com-  
17 mittee on Commerce, Science, and Transportation and the  
18 House of Representatives Committee on Transportation  
19 and Infrastructure. The report shall include the Comp-  
20 troller General's assessment regarding whether it is fea-  
21 sible to implement within the United States any of the  
22 same or similar security measures that are determined ef-  
23 fective under the study.

24 **SEC. 5. PASSENGER, BAGGAGE, AND CARGO SCREENING.**

25 (a) **REQUIREMENT FOR STUDY AND REPORT.**—The  
26 Under Secretary of Homeland Security for Border and

1 Transportation Security, in cooperation with the Secretary  
2 of Transportation, shall—

3 (1) analyze the cost and feasibility of requiring  
4 security screening for passengers, baggage, and  
5 cargo on passenger trains; and

6 (2) report the results of the study, together  
7 with any recommendations that the Under Secretary  
8 may have for implementing a rail security screening  
9 program to the Senate Committee on Commerce,  
10 Science, and Transportation and the House of Rep-  
11 resentatives Committee on Transportation and In-  
12 frastructure within 1 year after the date of enact-  
13 ment of this Act.

14 (b) PILOT PROGRAM.—As part of the study under  
15 subsection (a), the Under Secretary shall complete a pilot  
16 program of random security screening of passengers and  
17 baggage at 5 passenger rail stations served by Amtrak se-  
18 lected by the Under Secretary. In conducting the pilot pro-  
19 gram, the Under Secretary shall—

20 (1) test a wide range of explosives detection  
21 technologies, devices and methods;

22 (2) require that intercity rail passengers  
23 produce government-issued photographic identifica-  
24 tion which matches the name on the passenger's  
25 tickets prior to boarding trains; and

1           (3) attempt to give preference to locations at  
2           the highest risk of terrorist attack and achieve a dis-  
3           tribution of participating train stations in terms of  
4           geographic location, size, passenger volume, and  
5           whether the station is used by commuter rail pas-  
6           sengers as well as Amtrak passengers.

7           (c) **AUTHORIZATION OF APPROPRIATIONS.**—There  
8           are authorized to be appropriated to the Under Secretary  
9           of Homeland Security for Border and Transportation Se-  
10          curity to carry out this section \$5,000,000 for fiscal year  
11          2006.

12          **SEC. 6. CERTAIN PERSONNEL LIMITATIONS NOT TO APPLY.**

13          Any statutory limitation on the number of employees  
14          in the Transportation Security Administration of the De-  
15          partment of Transportation, before or after its transfer  
16          to the Department of Homeland Security, does not apply  
17          to the extent that any such employees are responsible for  
18          implementing the provisions of this Act.

19          **SEC. 7. FIRE AND LIFE-SAFETY IMPROVEMENTS.**

20          (a) **LIFE-SAFETY NEEDS.**—The Secretary of Trans-  
21          portation is authorized to make grants to Amtrak for the  
22          purpose of making fire and life-safety improvements to  
23          Amtrak tunnels on the Northeast Corridor in New York,  
24          NY, Baltimore, MD, and Washington, DC.

1 (b) AUTHORIZATION OF APPROPRIATIONS.—There  
2 are authorized to be appropriated to the Secretary of  
3 Transportation for the purposes of carrying out subsection  
4 (a) the following amounts:

5 (1) For the 6 New York tunnels to provide ven-  
6 tilation, electrical, and fire safety technology up-  
7 grades, emergency communication and lighting sys-  
8 tems, and emergency access and egress for pas-  
9 sengers—

10 (A) \$100,000,000 for fiscal year 2006;

11 (B) \$100,000,000 for fiscal year 2007;

12 (C) \$100,000,000 for fiscal year 2008;

13 (D) \$100,000,000 for fiscal year 2009;

14 and

15 (E) \$170,000,000 for fiscal year 2010.

16 (2) For the Baltimore & Potomac tunnel and  
17 the Union tunnel, together, to provide adequate  
18 drainage, ventilation, communication, lighting, and  
19 passenger egress upgrades—

20 (A) \$10,000,000 for fiscal year 2006;

21 (B) \$10,000,000 for fiscal year 2007;

22 (C) \$10,000,000 for fiscal year 2008;

23 (D) \$10,000,000 for fiscal year 2009; and

24 (E) \$17,000,000 for fiscal year 2010.

1           (3) For the Washington, DC Union Station  
2 tunnels to improve ventilation, communication, light-  
3 ing, and passenger egress upgrades—

4                   (A) \$8,000,000 for fiscal year 2006;

5                   (B) \$8,000,000 for fiscal year 2007;

6                   (C) \$8,000,000 for fiscal year 2008;

7                   (D) \$8,000,000 for fiscal year 2009; and

8                   (E) \$8,000,000 for fiscal year 2010.

9           (c) INFRASTRUCTURE UPGRADES.—There are au-  
10 thorized to be appropriated to the Secretary of Transpor-  
11 tation for fiscal year 2006 \$3,000,000 for the preliminary  
12 design of options for a new tunnel on a different alignment  
13 to augment the capacity of the existing Baltimore tunnels.

14           (d) AVAILABILITY OF APPROPRIATED FUNDS.—  
15 Amounts appropriated pursuant to this section shall re-  
16 main available until expended.

17           (e) PLANS REQUIRED.—The Secretary may not make  
18 amounts available to Amtrak for obligation or expenditure  
19 under subsection (a)—

20                   (1) until Amtrak has submitted to the Sec-  
21 retary, and the Secretary has approved, an engineer-  
22 ing and financial plan for such projects; and

23                   (2) unless, for each project funded pursuant to  
24 this section, the Secretary has approved a project  
25 management plan prepared by Amtrak addressing

1 appropriate project budget, construction schedule,  
2 recipient staff organization, document control and  
3 record keeping, change order procedure, quality con-  
4 trol and assurance, periodic plan updates, periodic  
5 status reports, and such other matters the Secretary  
6 deems appropriate.

7 (f) REVIEW OF PLANS.—The Secretary of Transpor-  
8 tation shall complete the review of the plans required by  
9 paragraphs (1) and (2) of subsection (e) and approve or  
10 disapprove the plans within 45 days after the date on  
11 which each such plan is submitted by Amtrak. If the Sec-  
12 retary determines that a plan is incomplete or deficient,  
13 the Secretary shall notify Amtrak of the incomplete items  
14 or deficiencies and Amtrak shall, within 30 days after re-  
15 ceiving the Secretary's notification, submit a modified  
16 plan for the Secretary's review. Within 15 days after re-  
17 ceiving additional information on items previously included  
18 in the plan, and within 45 days after receiving items newly  
19 included in a modified plan, the Secretary shall either ap-  
20 prove the modified plan, or, if the Secretary finds the plan  
21 is still incomplete or deficient, the Secretary shall identify  
22 in writing to the Senate Committee on Commerce, Science,  
23 and Transportation and the House of Representatives  
24 Committee on Transportation and Infrastructure the por-  
25 tions of the plan the Secretary finds incomplete or defi-

1 cient, approve all other portions of the plan, obligate the  
 2 funds associated with those other portions, and execute  
 3 an agreement with Amtrak within 15 days thereafter on  
 4 a process for resolving the remaining portions of the plan.

5 (g) FINANCIAL CONTRIBUTION FROM OTHER TUN-  
 6 NEL USERS.—The Secretary shall, taking into account the  
 7 need for the timely completion of all portions of the tunnel  
 8 projects described in subsection (a)—

9 (1) consider the extent to which rail carriers  
 10 other than Amtrak use the tunnels;

11 (2) consider the feasibility of seeking a financial  
 12 contribution from those other rail carriers toward  
 13 the costs of the projects; and

14 (3) obtain financial contributions or commit-  
 15 ments from such other rail carriers at levels reflect-  
 16 ing the extent of their use of the tunnels, if feasible.

17 **SEC. 8. MEMORANDUM OF AGREEMENT.**

18 (a) MEMORANDUM OF AGREEMENT.—Within 60 days  
 19 after the date of enactment of this Act, the Secretary of  
 20 Transportation and the Secretary of Homeland Security  
 21 shall execute a memorandum of agreement governing the  
 22 roles and responsibilities of the Department of Transpor-  
 23 tation and the Department of Homeland Security, respec-  
 24 tively, in addressing railroad transportation security mat-  
 25 ters, including the processes the departments will follow

1 to promote communications, efficiency, and nonduplication  
2 of effort.

3 (b) RAIL SAFETY REGULATIONS.—Section 20103(a)  
4 of title 49, United States Code, is amended by striking  
5 “safety” the first place it appears, and inserting “safety,  
6 including security,”.

7 **SEC. 9. AMTRAK PLAN TO ASSIST FAMILIES OF PAS-**  
8 **SENGERS INVOLVED IN RAIL PASSENGER AC-**  
9 **CIDENTS.**

10 (a) IN GENERAL.—Chapter 243 of title 49, United  
11 States Code, is amended by adding at the end the fol-  
12 lowing:

13 **“§ 24316. Plans to address needs of families of pas-**  
14 **sengers involved in rail passenger acci-**  
15 **dents**

16 “(a) SUBMISSION OF PLAN.—Not later than 6  
17 months after the date of the enactment of the Rail Secu-  
18 rity Act of 2005, Amtrak shall submit to the Chairman  
19 of the National Transportation Safety Board and the Sec-  
20 retary of Transportation a plan for addressing the needs  
21 of the families of passengers involved in any rail passenger  
22 accident involving an Amtrak intercity train and resulting  
23 in a loss of life.

1       “(b) CONTENTS OF PLANS.—The plan to be sub-  
2 mitted by Amtrak under subsection (a) shall include, at  
3 a minimum, the following:

4           “(1) A process by which Amtrak will maintain  
5 and provide to the National Transportation Safety  
6 Board and the Secretary of Transportation, imme-  
7 diately upon request, a list (which is based on the  
8 best available information at the time of the request)  
9 of the names of the passengers aboard the train  
10 (whether or not such names have been verified), and  
11 will periodically update the list. The plan shall in-  
12 clude a procedure, with respect to unreserved trains  
13 and passengers not holding reservations on other  
14 trains, for Amtrak to use reasonable efforts to ascer-  
15 tain the number and names of passengers aboard a  
16 train involved in an accident.

17           “(2) A plan for creating and publicizing a reli-  
18 able, toll-free telephone number within 4 hours after  
19 such an accident occurs, and for providing staff, to  
20 handle calls from the families of the passengers.

21           “(3) A process for notifying the families of the  
22 passengers, before providing any public notice of the  
23 names of the passengers, by suitably trained individ-  
24 uals.

1           “(4) A process for providing the notice de-  
2           scribed in paragraph (2) to the family of a pas-  
3           senger as soon as Amtrak has verified that the pas-  
4           senger was aboard the train (whether or not the  
5           names of all of the passengers have been verified).

6           “(5) A process by which the family of each pas-  
7           senger will be consulted about the disposition of all  
8           remains and personal effects of the passenger within  
9           Amtrak’s control; that any possession of the pas-  
10          senger within Amtrak’s control will be returned to  
11          the family unless the possession is needed for the ac-  
12          cident investigation or any criminal investigation;  
13          and that any unclaimed possession of a passenger  
14          within Amtrak’s control will be retained by the rail  
15          passenger carrier for at least 18 months.

16          “(6) A process by which the treatment of the  
17          families of nonrevenue passengers will be the same  
18          as the treatment of the families of revenue pas-  
19          sengers.

20          “(7) An assurance that Amtrak will provide  
21          adequate training to its employees and agents to  
22          meet the needs of survivors and family members fol-  
23          lowing an accident.

24          “(c) USE OF INFORMATION.—The National Trans-  
25          portation Safety Board, the Secretary of Transportation,

1 and Amtrak may not release to any person information  
2 on a list obtained under subsection (b)(1) but may provide  
3 information on the list about a passenger to the family  
4 of the passenger to the extent that the Board or Amtrak  
5 considers appropriate.

6 “(d) LIMITATION ON LIABILITY.—Amtrak shall not  
7 be liable for damages in any action brought in a Federal  
8 or State court arising out of the performance of Amtrak  
9 in preparing or providing a passenger list, or in providing  
10 information concerning a train reservation, pursuant to a  
11 plan submitted by Amtrak under subsection (b), unless  
12 such liability was caused by Amtrak’s conduct.

13 “(e) LIMITATION ON STATUTORY CONSTRUCTION.—  
14 Nothing in this section may be construed as limiting the  
15 actions that Amtrak may take, or the obligations that Am-  
16 trak may have, in providing assistance to the families of  
17 passengers involved in a rail passenger accident.

18 “(f) AUTHORIZATION OF APPROPRIATIONS.—There  
19 are authorized to be appropriated to the Secretary of  
20 Transportation for the use of Amtrak \$500,000 for fiscal  
21 year 2006 to carry out this section. Amounts appropriated  
22 pursuant to this subsection shall remain available until ex-  
23 pended.”.

1 (b) CONFORMING AMENDMENT.—The chapter anal-  
 2 ysis for chapter 243 of title 49, United States Code, is  
 3 amended by adding at the end the following:

“Sec.

“24316. Plan to assist families of passengers involved in rail passenger acci-  
 dents.”.

4 **SEC. 10. SYSTEMWIDE AMTRAK SECURITY UPGRADES.**

5 (a) IN GENERAL—Subject to subsection (c), the  
 6 Under Secretary of Homeland Security for Border and  
 7 Transportation Security is authorized to make grants,  
 8 through the Secretary of Transportation, to Amtrak—

9 (1) to secure major tunnel access points and en-  
 10 sure tunnel integrity in New York, Baltimore, and  
 11 Washington, DC;

12 (2) to secure Amtrak trains;

13 (3) to secure Amtrak stations;

14 (4) to obtain a watch list identification system  
 15 approved by the Under Secretary;

16 (5) to obtain train tracking and interoperable  
 17 communications systems that are coordinated to the  
 18 maximum extent possible;

19 (6) to hire additional police and security offi-  
 20 cers, including canine units; and

21 (7) to expand emergency preparedness efforts.

22 (b) CONDITIONS.—The Secretary of Transportation  
 23 may not disburse funds to Amtrak under subsection (a)  
 24 unless the projects are contained in a systemwide security

1 plan approved by the Under Secretary, in consultation  
2 with the Secretary of Transportation, and, for capital  
3 projects, meet the requirements of section 7(e)(2). The  
4 plan shall include appropriate measures to address secu-  
5 rity awareness, emergency response, and passenger evacu-  
6 ation training.

7 (c) **EQUITABLE GEOGRAPHIC ALLOCATION.**—The  
8 Under Secretary shall ensure that, subject to meeting the  
9 highest security needs on Amtrak’s entire system, stations  
10 and facilities located outside of the Northeast Corridor re-  
11 ceive an equitable share of the security funds authorized  
12 by this section.

13 (d) **AVAILABILITY OF FUNDS.**—There are authorized  
14 to be appropriated to the Under Secretary of Homeland  
15 Security for Border and Transportation Security  
16 \$63,500,000 for fiscal year 2006 for the purposes of car-  
17 rying out this section. Amounts appropriated pursuant to  
18 this subsection shall remain available until expended.

19 **SEC. 11. FREIGHT AND PASSENGER RAIL SECURITY UP-**  
20 **GRADES.**

21 (a) **SECURITY IMPROVEMENT GRANTS.**—The Under  
22 Secretary of Homeland Security for Border and Transpor-  
23 tation Security is authorized to make grants to freight  
24 railroads, the Alaska Railroad, hazardous materials ship-  
25 pers, owners of rail cars used in the transportation of haz-

1 arduous materials, universities, colleges and research cen-  
2 ters, State and local governments (for passenger facilities  
3 and infrastructure not owned by Amtrak), and, through  
4 the Secretary of Transportation, to Amtrak, for full or  
5 partial reimbursement of costs incurred in the conduct of  
6 activities to prevent or respond to acts of terrorism, sabo-  
7 tage, or other intercity passenger rail and freight rail secu-  
8 rity threats, including—

9           (1) security and redundancy for critical commu-  
10          nications, computer, and train control systems essen-  
11          tial for secure rail operations;

12           (2) accommodation of cargo or passenger  
13          screening equipment at the United States-Mexico  
14          border or the United States-Canada border;

15           (3) the security of hazardous material transpor-  
16          tation by rail;

17           (4) secure intercity passenger rail stations,  
18          trains, and infrastructure;

19           (5) structural modification or replacement of  
20          rail cars transporting high hazard materials to im-  
21          prove their resistance to acts of terrorism;

22           (6) employee security awareness, preparedness,  
23          passenger evacuation, and emergency response train-  
24          ing;

1           (7) public security awareness campaigns for  
2 passenger train operations;

3           (8) the sharing of intelligence and information  
4 about security threats;

5           (9) to obtain train tracking and interoperable  
6 communications systems that are coordinated to the  
7 maximum extent possible;

8           (10) to hire additional police and security offi-  
9 cers, including canine units; and

10          (11) other improvements recommended by the  
11 report required by section 2, including infrastruc-  
12 ture, facilities, and equipment upgrades.

13          (b) ACCOUNTABILITY.—The Under Secretary shall  
14 adopt necessary procedures, including audits, to ensure  
15 that grants made under this section are expended in ac-  
16 cordance with the purposes of this Act and the priorities  
17 and other criteria developed by the Under Secretary.

18          (c) EQUITABLE ALLOCATION.—The Under Secretary  
19 shall equitably distribute the funds authorized by this sec-  
20 tion, taking into account geographic location, and shall en-  
21 courage non-Federal financial participation in awarding  
22 grants. With respect to grants for passenger rail security,  
23 the Under Secretary shall also take into account passenger  
24 volume and whether a station is used by commuter rail  
25 passengers as well as intercity rail passengers.

1 (d) CONDITIONS.—The Secretary of Transportation  
2 may not disburse funds to Amtrak under subsection (a)  
3 unless Amtrak meets the conditions set forth in section  
4 10(b) of this Act.

5 (e) ALLOCATION BETWEEN RAILROADS AND OTH-  
6 ERS.—Unless as a result of the assessment required by  
7 section 2 the Under Secretary of Homeland Security for  
8 Border and Transportation Security determines that crit-  
9 ical rail transportation security needs require reimburse-  
10 ment in greater amounts to any eligible entity, no grants  
11 under this section may be made—

12 (1) in excess of \$65,000,000 to Amtrak; or  
13 (2) in excess of \$100,000,000 for the purposes  
14 described in paragraphs (3) and (5) of subsection  
15 (a).

16 (f) AUTHORIZATION OF APPROPRIATIONS.—There  
17 are authorized to be appropriated to the Under Secretary  
18 of Homeland Security for Border and Transportation Se-  
19 curity \$350,000,000 for fiscal year 2006 to carry out the  
20 purposes of this section. Amounts appropriated pursuant  
21 to this subsection shall remain available until expended.

22 (g) HIGH HAZARD MATERIALS DEFINED.—In this  
23 section, the term “high hazard materials” means poison  
24 inhalation hazard materials, Class 2.3 gases, Class 6.1  
25 materials, and anhydrous ammonia.

1 **SEC. 12. OVERSIGHT AND GRANT PROCEDURES.**

2 (a) SECRETARIAL OVERSIGHT.—The Secretary of  
3 Transportation may use up to 0.5 percent of amounts  
4 made available to Amtrak for capital projects under the  
5 Rail Security Act of 2005 to enter into contracts for the  
6 review of proposed capital projects and related program  
7 management plans and to oversee construction of such  
8 projects.

9 (b) USE OF FUNDS.—The Secretary may use  
10 amounts available under subsection (a) of this subsection  
11 to make contracts for safety, procurement, management,  
12 and financial compliance reviews and audits of a recipient  
13 of amounts under subsection (a).

14 (c) PROCEDURES FOR GRANT AWARD.—The Under  
15 Secretary shall prescribe procedures and schedules for the  
16 awarding of grants under this Act, including application  
17 and qualification procedures (including a requirement that  
18 the applicant have a security plan), and a record of deci-  
19 sion on applicant eligibility. The procedures shall include  
20 the execution of a grant agreement between the grant re-  
21 cipient and the Under Secretary. The Under Secretary  
22 shall issue a final rule establishing the procedures not  
23 later than 90 days after the date of enactment of this Act.

24 **SEC. 13. RAIL SECURITY RESEARCH AND DEVELOPMENT.**

25 (a) ESTABLISHMENT OF RESEARCH AND DEVELOP-  
26 MENT PROGRAM.—The Under Secretary of Homeland Se-

1 curity for Border and Transportation Security, in conjunc-  
2 tion with the Secretary of Transportation, shall carry out  
3 a research and development program for the purpose of  
4 improving freight and intercity passenger rail security that  
5 may include research and development projects to—

6 (1) reduce the vulnerability of passenger trains,  
7 stations, and equipment to explosives and hazardous  
8 chemical, biological, and radioactive substances;

9 (2) test new emergency response techniques and  
10 technologies;

11 (3) develop improved freight technologies, in-  
12 cluding—

13 (A) technologies for sealing rail cars;

14 (B) automatic inspection of rail cars;

15 (C) communication-based train controls;

16 and

17 (D) emergency response training;

18 (4) test wayside detectors that can detect tam-  
19 pering with railroad equipment; and

20 (5) support enhanced security for the transpor-  
21 tation of hazardous materials by rail, including—

22 (A) technologies to detect a breach in a  
23 tank car and transmit information about the in-  
24 tegrity of tank cars to the train crew;

1 (B) research to improve tank car integrity,  
2 with a focus on tank cars that carry high haz-  
3 ard materials (as defined in section 11(g) of  
4 this Act;

5 (C) techniques to transfer hazardous mate-  
6 rials from rail cars that are damaged or other-  
7 wise represent an unreasonable risk to human  
8 life or public safety;

9 (6) other projects recommended in the report  
10 required by section 2.

11 (b) COORDINATION WITH OTHER RESEARCH INITIA-  
12 TIVES.—The Under Secretary of Homeland Security for  
13 Border and Transportation Security shall ensure that the  
14 research and development program authorized by this sec-  
15 tion is coordinated with other research and development  
16 initiatives at the Department and the Department of  
17 Transportation. The Under Secretary of Homeland Secu-  
18 rity for Border and Transportation Security shall carry  
19 out any research and development project authorized by  
20 this section through a reimbursable agreement with the  
21 Secretary of Transportation if the Secretary of Transpor-  
22 tation—

23 (1) is already sponsoring a research and devel-  
24 opment project in a similar area; or



1           (2) instruct Administration track inspectors to  
2 obtain copies of the most recent continuous welded  
3 rail programs of each railroad within the inspectors'  
4 areas of responsibility and require that inspectors  
5 use those programs when conducting track inspec-  
6 tions; and

7           (3) establish a program to periodically review  
8 continuous welded rail joint bar inspection data from  
9 railroads and Administration track inspectors and,  
10 whenever the Administration determines that it is  
11 necessary or appropriate, require railroads to in-  
12 crease the frequency or improve the methods of in-  
13 spection of joint bars in continuous welded rail.

14       (b) TANK CAR STANDARDS.—The Federal Railroad  
15 Administration shall—

16           (1) within 1 year after the date of enactment  
17 of this Act, validate the predictive model it is devel-  
18 oping to quantify the relevant dynamic forces acting  
19 on railroad tank cars under accident conditions; and

20           (2) within 18 months after the date of enact-  
21 ment of this Act, initiate a rulemaking to develop  
22 and implement appropriate design standards for  
23 pressurized tank cars.

24       (c) OLDER TANK CAR IMPACT RESISTANCE ANAL-  
25 YSIS AND REPORT.—Within 2 years after the date of en-

1 actment of this Act, the Federal Railroad Administration  
2 shall—

3 (1) conduct a comprehensive analysis to deter-  
4 mine the impact resistance of the steels in the shells  
5 of pressure tank cars constructed before 1989; and

6 (2) transmit a report to the Senate Committee  
7 on Commerce, Science, and Transportation and the  
8 House of Representatives Committee on Transpor-  
9 tation and Infrastructure with recommendations for  
10 measures to eliminate or mitigate the risk of cata-  
11 strophic failure.

12 **SEC. 15. NORTHERN BORDER RAIL PASSENGER REPORT.**

13 Within 180 days after the date of enactment of this  
14 Act, the Under Secretary of Homeland Security for Bor-  
15 der and Transportation Security, in consultation with the  
16 heads of other appropriate Federal departments and agen-  
17 cies and the National Railroad Passenger Corporation,  
18 shall transmit a report to the Senate Committee on Com-  
19 merce, Science, and Transportation and the House of Rep-  
20 resentatives Committee on Transportation and Infrastruc-  
21 ture that contains—

22 (1) a description of the current system for  
23 screening passengers and baggage on passenger rail  
24 service between the United States and Canada;

1           (2) an assessment of the current program to  
2 provide preclearance of airline passengers between  
3 the United States and Canada as outlined in “The  
4 Agreement on Air Transport Preclearance between  
5 the Government of Canada and the Government of  
6 the United States of America”, dated January 18,  
7 2001;

8           (3) an assessment of the current program to  
9 provide preclearance of freight railroad traffic be-  
10 tween the United States and Canada as outlined in  
11 the “Declaration of Principle for the Improved Secu-  
12 rity of Rail Shipments by Canadian National Rail-  
13 way and Canadian Pacific Railway from Canada to  
14 the United States”, dated April 2, 2003;

15           (4) information on progress by the Department  
16 of Homeland Security and other Federal agencies to-  
17 wards finalizing a bilateral protocol with Canada  
18 that would provide for preclearance of passengers on  
19 trains operating between the United States and Can-  
20 ada;

21           (5) a description of legislative, regulatory,  
22 budgetary, or policy barriers within the United  
23 States Government to providing pre-screened pas-  
24 senger lists for rail passengers travelling between the

1 United States and Canada to the Department of  
2 Homeland Security;

3 (6) a description of the position of the Govern-  
4 ment of Canada and relevant Canadian agencies  
5 with respect to preclearance of such passengers; and

6 (7) a draft of any changes in existing Federal  
7 law necessary to provide for pre-screening of such  
8 passengers and providing pre-screened passenger  
9 lists to the Department of Homeland Security.

10 **SEC. 16. REPORT REGARDING IMPACT ON SECURITY OF**  
11 **TRAIN TRAVEL IN COMMUNITIES WITHOUT**  
12 **GRADE SEPARATION.**

13 (a) STUDY.—The Secretary of Homeland Security  
14 shall, in consultation with State and local government offi-  
15 cials, conduct a study on the impact of blocked highway-  
16 railroad grade crossings on the ability of emergency re-  
17 sponders, including ambulances and police, fire, and other  
18 emergency vehicles, to perform public safety and security  
19 duties in the event of a terrorist attack.

20 (b) REPORT.—Not later than 1 year after the date  
21 of enactment of this Act, the Secretary of Homeland Secu-  
22 rity shall submit a report to the Committee on Transpor-  
23 tation and Infrastructure of the House of Representatives  
24 and the Committee on Commerce, Science, and Transpor-  
25 tation of the Senate on the findings of the study conducted

1 under subsection (a) and recommendations for reducing  
 2 the impact of blocked crossings on emergency response.

3 **SEC. 17. WHISTLEBLOWER PROTECTION PROGRAM.**

4 (a) IN GENERAL.—Subchapter A of chapter 201 of  
 5 title 49, United States Code, is amended by inserting after  
 6 section 20115 the following:

7 **“§ 20116. Whistleblower protection for rail security**  
 8 **matters**

9 “(a) DISCRIMINATION AGAINST EMPLOYEE.—No rail  
 10 carrier engaged in interstate or foreign commerce may dis-  
 11 charge a railroad employee or otherwise discriminate  
 12 against a railroad employee because the employee (or any  
 13 person acting pursuant to a request of the employee)—

14 (1) provided, caused to be provided, or is about  
 15 to provide or cause to be provided, to the employer  
 16 or the Federal Government information relating to a  
 17 perceived threat to security; or

18 “(2) provided, caused to be provided, or is  
 19 about to provide or cause to be provided, testimony  
 20 before Congress or at any Federal or State pro-  
 21 ceeding regarding a perceived threat to security; or

22 “(3) refused to violate or assist in the violation  
 23 of any law, rule or regulation related to rail security.

24 “(b) DISPUTE RESOLUTION.—A dispute, grievance,  
 25 or claim arising under this section is subject to resolution

1 under section 3 of the Railway Labor Act (45 U.S.C. 153).  
2 In a proceeding by the National Railroad Adjustment  
3 Board, a division or delegate of the Board, or another  
4 board of adjustment established under section 3 to resolve  
5 the dispute, grievance, or claim the proceeding shall be  
6 expedited and the dispute, grievance, or claim shall be re-  
7 solved not later than 180 days after it is filed. If the viola-  
8 tion is a form of discrimination that does not involve dis-  
9 charge, suspension, or another action affecting pay, and  
10 no other remedy is available under this subsection, the  
11 Board, division, delegate, or other board of adjustment  
12 may award the employee reasonable damages, including  
13 punitive damages, of not more than \$20,000.

14 “(c) PROCEDURAL REQUIREMENTS.—Except as pro-  
15 vided in subsection (b), the procedure set forth in section  
16 42121(b)(2)(B) of this title, including the burdens of  
17 proof, applies to any complaint brought under this section.

18 “(d) ELECTION OF REMEDIES.—An employee of a  
19 railroad carrier may not seek protection under both this  
20 section and another provision of law for the same allegedly  
21 unlawful act of the carrier.

22 “(e) DISCLOSURE OF IDENTITY.—

23 “(1) Except as provided in paragraph (2) of  
24 this subsection, or with the written consent of the  
25 employee, the Secretary of Transportation may not

1 disclose the name of an employee of a railroad car-  
2 rier who has provided information about an alleged  
3 violation of this section.

4 “(2) The Secretary shall disclose to the Attor-  
5 ney General the name of an employee described in  
6 paragraph (1) of this subsection if the matter is re-  
7 ferred to the Attorney General for enforcement.”.

8 (b) CONFORMING AMENDMENT.—The chapter anal-  
9 ysis for chapter 201 of title 49, United States Code, is  
10 amended by inserting after the item relating to section  
11 20115 the following:

“20116. Whistleblower protection for rail security matters.”.

