

**AMENDMENT TO THE AMENDMENT IN THE
NATURE OF A SUBSTITUTE TO H.R. 2
OFFERED BY MR. CRAWFORD OF ARKANSAS**

Page 820, strike line 19 and all that follows through page 824, line 18 and insert the following:

**1 SEC. 9103. CONSOLIDATED RAIL INFRASTRUCTURE AND
2 SAFETY IMPROVEMENT GRANTS.**

3 Section 22907 of title 49, United States Code, is
4 amended—

5 (1) in subsection (b) by adding at the end the
6 following:

7 “(12) A commuter authority (as such term is
8 defined in section 24102).

9 “(13) The District of Columbia.”;

10 (2) in subsection (c)—

11 (A) in paragraph (1) by inserting “, main-
12 tenance, and upgrades” after “Deployment”;

13 (B) in paragraph (3) by inserting “or safe-
14 ty” after “address congestion”;

15 (C) in paragraph (4) by striking “identi-
16 fied by the Secretary” and all that follows
17 through “rail transportation” and inserting “to
18 reduce congestion, improve service, or facilitate

1 ridership growth in intercity rail passenger
2 transportation and commuter rail passenger
3 transportation (as such term is defined in sec-
4 tion 24102)”;

5 (D) in paragraph (5) by inserting “or to
6 establish new quiet zones” before the period at
7 the end; and

8 (E) in paragraph (9) by inserting “or com-
9 muter rail passenger transportation (as such
10 term is defined in section 24102)” after “be-
11 tween intercity rail passenger transportation”;

12 (3) in subsection (e) by striking paragraph (1)
13 and inserting the following:

14 “(1) IN GENERAL.—In selecting a recipient of
15 a grant for an eligible project, the Secretary shall
16 give preference to projects that will maximize the net
17 benefits of the funds made available for use under
18 this section, considering the cost-benefit analysis of
19 the proposed project, including anticipated private
20 and public benefits relative to the costs of the pro-
21 posed project and factoring in the other consider-
22 ations described in paragraph (2).”;

23 (4) in subsection (1) by striking “Secretary
24 shall” and inserting “Secretary may”;

1 (5) by redesignating subsections (i), (j), (k),
2 and (l) as subsections (j), (k), (l), and (m), respec-
3 tively; and

4 (6) by inserting after subsection (h) the fol-
5 lowing:

6 “(i) COMMUTER RAIL.—

7 “(1) ADMINISTRATION OF FUNDS.—The
8 amounts awarded under this section for commuter
9 rail passenger transportation projects shall be trans-
10 ferred by the Secretary, after selection, to the Fed-
11 eral Transit Administration for administration of
12 funds in accordance with chapter 53.

13 “(2) GRANT CONDITION.—

14 “(A) IN GENERAL.—As a condition of re-
15 ceiving a grant under this section that is used
16 to acquire, construct, or improve railroad right-
17 of-way or facilities, any employee covered by the
18 Railway Labor Act (45 U.S.C. 151 et seq.) and
19 the Railroad Retirement Act of 1974 (45
20 U.S.C. 231 et seq.) who is adversely affected by
21 actions taken in connection with the project fi-
22 nanced in whole or in part by such grant shall
23 be covered by employee protective arrangements
24 established under section 22905(e).

1 “(B) APPLICATION OF PROTECTIVE AR-
2 RANGEMENT.—The grant recipient and the suc-
3 cessors, assigns, and contractors of such recipi-
4 ent shall be bound by the protective arrange-
5 ments required under subparagraph (A). Such
6 recipient shall be responsible for the implemen-
7 tation of such arrangement and for the obliga-
8 tions under such arrangement, but may arrange
9 for another entity to take initial responsibility
10 for compliance with the conditions of such ar-
11 rangement.

12 “(3) APPLICATION OF LAW.—Subsections (g)
13 and (f)(1) of section 22905 shall not apply to grants
14 awarded under this section for commuter rail pas-
15 senger transportation projects.”.

