

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

Strike section 9103 of division D of the bill (relating to consolidated rail infrastructure and safety improvement grants) 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

1 reduce congestion, improve service, or facilitate
2 ridership growth in intercity rail passenger
3 transportation and commuter rail passenger
4 transportation (as such term is defined in sec-
5 tion 24102)”;

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

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

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

15 “(1) IN GENERAL.—In selecting a recipient of
16 a grant for an eligible project, the Secretary shall
17 give preference to—

18 “(A) projects that will maximize the net
19 benefits of the funds made available for use
20 under this section, considering the cost-benefit
21 analysis of the proposed project, including an-
22 ticipated private and public benefits relative to
23 the costs of the proposed project and factoring
24 in the other considerations described in para-
25 graph (2); and

1 “(B) projects that benefit a station that—

2 “(i) serves Amtrak and commuter rail;

3 “(ii) is listed amongst the 25 stations

4 with highest ridership in the most recent

5 Amtrak Company Profile; and

6 “(iii) has support from both Amtrak

7 and the provider of commuter rail pas-

8 senger transportation servicing the sta-

9 tion.”;

10 (4) in subsection (g) by adding at the end the

11 following:

12 “(3) Project selection criteria described in

13 (e)(1)(B) shall not apply to projects in rural areas

14 as described under this subsection.”;

15 (5) in subsection (l) by striking “Secretary

16 shall” and inserting “Secretary may”;

17 (6) by redesignating subsections (i), (j), (k),

18 and (l) as subsections (j), (k), (l), and (m), respec-

19 tively; and

20 (7) by inserting after subsection (h) the fol-

21 lowing:

22 “(i) COMMUTER RAIL.—

23 “(1) ADMINISTRATION OF FUNDS.—The

24 amounts awarded under this section for commuter

25 rail passenger transportation projects shall be trans-

1 ferred by the Secretary, after selection, to the Fed-
2 eral Transit Administration for administration of
3 funds in accordance with chapter 53.

4 “(2) GRANT CONDITION.—

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

16 “(B) APPLICATION OF PROTECTIVE AR-
17 RANGEMENT.—The grant recipient and the suc-
18 cessors, assigns, and contractors of such recipi-
19 ent shall be bound by the protective arrange-
20 ments required under subparagraph (A). Such
21 recipient shall be responsible for the implemen-
22 tation of such arrangement and for the obliga-
23 tions under such arrangement, but may arrange
24 for another entity to take initial responsibility

1 for compliance with the conditions of such ar-
2 rangement.

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

