AMENDMENT NO._____ Calendar No._____

Purpose: To require a GAO report.

IN THE SENATE OF THE UNITED STATES—118th Cong., 1st Sess.

S. 576

To enhance safety requirements for trains transporting hazardous materials, and for other purposes.

Referred to the Committee on _____ and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mr. BUDD to the amendment (No. _____) proposed by Ms. CANTWELL (for herself and Mr. VANCE)

Viz:

On page 49 of the amendment, between lines 3 and 4, insert the following:

SEC. 113. GAO REPORT ON ROADWAY WORKER PROTECTIONS.

(a) IN GENERAL.—Not later than 1 year after the date of the enactment of this Act, the Comptroller General of the United States shall—

(1) conduct a review of currently available technologies for roadway workers (as defined in section 214.7 of title 49, Code of Federal Regulations) with protection from the hazards of being struck by a

train or other on-track equipment in the United States; and

(2) submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that summarizes the results of the review conducted under subparagraph (a), including recommendations, as the Comptroller General considers appropriate.

(b) CONTENTS.—The report submitted under subsection (a)(2) shall—

(1) describe the frequency, type, and causes of incidences within the rail right-of-way associated with roadway workers being struck by a train or other on-track equipment, based on available data, including whether individuals were acting in compliance with the applicable rules, policies, procedures, and practices;

(2) describe the types of technologies referenced in subsection (a)(1) that are designed to reduce risk of injury and death when deployed as a secondary warning system to the standard operating procedures of a rail carrier, including for each technology—

(A) the primary function and features;

(B) the maturity, implementation readiness, and user experience;

(C) the frequency of implementation;

(D) any costs, including up front and ongoing maintenance costs, of the technology and other costs associated with the technology;

(E) safety benefits associated with the technology relative to current rules, policies, procedures, and practices; and

(F) ability to enhance protections for roadway workers without negatively impacting operational or network efficiencies;

(3) discuss the potential for such technologies to reduce or eliminate roadway worker accidents occurring within the rail right-of-way;

(4) describe any challenges or barriers to adoption of such safety technologies, including operational, technical, and network efficiency challenges or barriers; and

(5) assess the cost-beneficial nature of utilizing such technology as a secondary warning system.