AMENDMENT TO THE SENATE AMENDMENTS TO
H.R. 22
OFFERED BY MR. CUMMINGS OF MARYLAND

In division F, at the end of title LXII (page 988, after line 20) add the following:

SEC. ___. TRACK SAFETY.

(a) VERTICAL TRACK DEFLECTION.—

(1) REPORT.—Not later than March 31, 2016, the Secretary shall transmit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate detailing research conducted or procured by the Federal Railroad Administration on developing a system that measures Vertical Track Deflection (in this section referred to as “VTD”) from a moving railroad car, including the ability of such a system to identify poor track support from fouled ballast, deteriorated cross ties, or other conditions.

(2) INCLUSIONS.—This report shall include—

(A) the findings and results of testing of VTD instrumentation during field trials on revenue service track;
(B) the findings and results of subsequent testing of VTD instrumentation on a Federal Railroad Administration Automated Track Inspection Program geometry car;

(C) if considered appropriate by the Secretary based on the report and related research, a plan for developing quantitative inspection criteria for poor track support using existing VTD instrumentation on Federal Railroad Administration Automated Track Inspection Program geometry cars; and

(D) if considered appropriate by the Secretary based on the report and related research, a plan for installing VTD instrumentation on all remaining Federal Railroad Administration Automated Track Inspection Program geometry cars within 3 years after the date of enactment of this Act.

(b) COMBINED FACTOR RISKS RESEARCH PROGRAM.—Not later than 3 years after the date of enactment of this Act, the Secretary shall complete research on and develop a quantitative model that can be used to assess track conditions, including accumulated tonnage, track geometry, rail surface conditions, rail head wear, rail steel specifications, track support (including fouled ballast and
deteriorated cross ties), residual stresses in the rail, rail
defect growth rates, and temperature differentials, at site
specific locations. The research program shall include the
completion of a pilot program on revenue track to test and
define the quantitative model.