Transportation Security Administration, DHS § 1580.203

that is part of the general railroad system of transportation, including heavy rail transit, light rail transit, automated guideway, cable car, inclined plane, funicular, and monorail systems.

§ 1580.201 Rail security coordinator.

(a) Applicability. This section applies to:

(1) Each passenger railroad carrier, including each carrier operating light rail or heavy rail transit service on track that is part of the general railroad system of transportation, each carrier operating or providing intercity passenger train service or commuter or other short-haul railroad passenger service in a metropolitan or suburban area (as described by 49 U.S.C. 20102), and each public authority operating passenger train service.

(2) Each passenger railroad carrier hosting an operation described in paragraph (a)(1) of this section.

(3) Each operator of a rail transit system that is not operating on track that is part of the general railroad system of transportation, including heavy rail transit, light rail transit, automated guideway, cable car, inclined plane, funicular, and monorail systems.

(4) Each operator of private cars, including business/office cars and circus trains, on or connected to the general railroad system of transportation, when notified by TSA, in writing, that a security threat exists concerning that operation.

(5) Each tourist, scenic, historic, or excursion operations, whether on or off the general railroad system of transportation, when notified by TSA, in writing, that a security threat exists concerning that operation.

(b) Each person described in paragraph (a) of this section must designate and use a primary and at least one alternate RSC.

(c) The RSC and alternate(s) must be appointed at the corporate level.

(d) Each passenger railroad carrier and rail transit system required to have an RSC must provide to TSA the names, titles, phone number(s), and e-mail address(es) of the RSCs, and alternate RSCs, and must notify TSA within 7 calendar days when any of this information changes.

(e) Each passenger railroad carrier and rail transit system required to have an RSC must ensure that at least one RSC:

(1) Serves as the primary contact for intelligence information and security-related activities and communications with TSA. Any individual designated as an RSC may perform other duties in addition to those described in this section.

(2) Is available to TSA on a 24-hours a day, 7 days a week basis.

(3) Coordinate security practices and procedures with appropriate law enforcement and emergency response agencies.

§ 1580.203 Reporting significant security concerns.

(a) Applicability. This section applies to:

(1) Each passenger railroad carrier, including each carrier operating light rail or heavy rail transit service on track that is part of the general railroad system of transportation, each carrier operating or providing intercity passenger train service or commuter or other short-haul railroad passenger service in a metropolitan or suburban area (as described by 49 U.S.C. 20102), and each public authority operating passenger train service.

(2) Each passenger railroad carrier hosting an operation described in paragraph (a)(1) of this section.

(3) Each tourist, scenic, historic, and excursion rail operator, whether operating on or off the general railroad system of transportation.

(4) Each operator of private cars, including business/office cars and circus trains, on or connected to the general railroad system of transportation.

(5) Each operator of a rail transit system that is not operating on track that is part of the general railroad system of transportation, including heavy rail transit, light rail transit, automated guideway, cable car, inclined plane, funicular, and monorail systems.

(b) Each person described in paragraph (a) of this section must immediately report potential threats and significant security concerns to DHS by telephoning the Freedom Center at 1-866-615-5150.

443
(c) Potential threats or significant security concerns encompass incidents, suspicious activities, and threat information including, but not limited to, the following:

(1) Interference with the train or transit vehicle crew.
(2) Bomb threats, specific and non-specific.
(3) Reports or discovery of suspicious items that result in the disruption of rail operations.
(4) Suspicious activity occurring onboard a train or transit vehicle or inside the facility of a passenger railroad carrier or rail transit system that results in a disruption of rail operations.
(5) Suspicious activity observed at or around rail cars or transit vehicles, facilities, or infrastructure used in the operation of the passenger railroad carrier or rail transit system.
(6) Discharge, discovery, or seizure of a firearm or other deadly weapon on a train or transit vehicle or in a station, terminal, facility, or storage yard, or other location used in the operation of the passenger railroad carrier or rail transit system.
(7) Indications of tampering with passenger rail cars or rail transit vehicles.
(8) Information relating to the possible surveillance of a passenger train or rail transit vehicle or facility, storage yard, or other location used in the operation of the passenger railroad carrier or rail transit system.

(d) Information reported should include, as available and applicable:

(1) The name of the passenger railroad carrier or rail transit system and contact information, including a telephone number or e-mail address.
(2) The affected station, terminal, or other facility.
(3) Identifying information on the affected passenger train or rail transit vehicle including number, train or transit line, and route, as applicable.
(4) Origin and termination locations for the affected passenger train or rail transit vehicle, including departure and destination city and the rail or transit line and route.
(5) Current location of the affected passenger train or rail transit vehicle.
(6) Description of the threat, incident, or activity.
(7) The names and other available biographical data of individuals involved in the threat, incident, or activity.
(8) The source of any threat information.


### APPENDIX A TO PART 1580—HIGH THREAT URBAN AREAS (HTUAS)

<table>
<thead>
<tr>
<th>State</th>
<th>Candidate urban area</th>
<th>Geographic area captured in the data count</th>
<th>Previously designated urban areas included</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZ</td>
<td>Phoenix Area*</td>
<td>Chandler, Gilbert, Glendale, Mesa, Peoria, Phoenix, Scottsdale, Tempe, and a 10-mile buffer extending from the border of the combined area.</td>
<td>Phoenix, AZ.</td>
</tr>
<tr>
<td>CA</td>
<td>Anaheim/Santa Ana Area</td>
<td>Anaheim, Costa Mesa, Garden Grove, Fullerton, Huntington Beach, Irvine, Orange, Santa Ana, and a 10-mile buffer extending from the border of the combined area.</td>
<td>Anaheim, CA; Santa Ana, CA.</td>
</tr>
<tr>
<td></td>
<td>Bay Area</td>
<td>Berkeley, Daly City, Fremont, Hayward, Oakland, Palo Alto, Richmond, San Francisco, San Jose, Santa Clara, Sunnyvale, Vallejo, and a 10-mile buffer extending from the border of the combined area.</td>
<td>San Francisco, CA; San Jose, CA; Oakland, CA.</td>
</tr>
<tr>
<td>CA</td>
<td>Los Angeles/Long Beach Area</td>
<td>Burbank, Glendale, Inglewood, Long Beach, Los Angeles, Pasadena, Santa Monica, Santa Clarita, Torrance, Simi Valley, Thousand Oaks, and a 10-mile buffer extending from the border of the combined area.</td>
<td>Los Angeles, CA; Long Beach, CA.</td>
</tr>
<tr>
<td>CA</td>
<td>Sacramento Area</td>
<td>Elk Grove, Sacramento, and a 10-mile buffer extending from the border of the combined area.</td>
<td>Sacramento, CA.</td>
</tr>
<tr>
<td>CA</td>
<td>San Diego Area*</td>
<td>Chula Vista, Escondido, and San Diego, and a 10-mile buffer extending from the border of the combined area.</td>
<td>San Diego, CA.</td>
</tr>
<tr>
<td>CO</td>
<td>Denver Area</td>
<td>Avada, Aurora, Denver, Lakewood, Westminster, Thornton, and a 10-mile buffer extending from the border of the combined area.</td>
<td>Denver, CO.</td>
</tr>
<tr>
<td>DC</td>
<td>National Capital Region</td>
<td>National Capital Region and a 10-mile buffer extending from the border of the combined area.</td>
<td>National Capital Region, DC.</td>
</tr>
</tbody>
</table>