STATMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. MCCAIN (for himself and Mr. DORGAN):
S. 1374. A bill to amend the Homeland Security Act of 2002 to provide for a border preparedness pilot program on Indian land; read the first time.

Mr. MCCAIN. I am pleased to introduce a bill that authorizes the Secretary or Homeland Security to establish a pilot program to enhance an Indian tribe's response to border incidents or terrorist acts. This bill gives them added tools to do so.

I ask unanimous consent that my remarks and the full text of the bill be included in the RECORD.

S. 1374
Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. BORDER PREPAREDNESS ON INDIAN LAND.

Subtitle D of title IV of the Homeland Security Act of 2002 (6 U.S.C. 251 et seq.) is amended by adding at the end the following:

SEC. 447. BORDER PREPAREDNESS PILOT PROGRAM ON INDIAN LAND.

(a) Definitions.—In this section:

(1) Indian land.—The term 'Indian land' means—

(A) all land within the boundaries of any Indian reservation; and

(B) any land the title to which is—

(i) held in trust by the United States for the benefit of an Indian tribe or individual; or

(ii) held by any Indian tribe or individual—

(I) subject to a restriction by the United States against alienation; and

(II) over which an Indian tribe exercises jurisdiction.

(2) Indian tribe.—The term 'Indian tribe' means any Indian tribe, band, nation, or other organized group or community that is recognized by the Secretary as—

(A) eligible for the special programs and services provided by the United States to Indians because of their status as Indians; and

(B) possessing powers of self-government.

(3) Tribal government.—The term 'tribal government' means the governing body of an Indian tribe.

(b) Purpose.—The purpose of this section is to require the Secretary, acting through the Office of Domestic Preparedness, to establish a pilot program for not fewer than 6 tribal governments on Indian land located on or near the border of the United States with Canada or Mexico in order to—

(1) facilitate the coordination of the response of an Indian tribe to a threat to the security of an international border of the United States with the responses of Department of Homeland Security, State, and local governments; and

(2) enhance the capability of an Indian tribe as a first responder to an international border of the United States with Canada and Mexico in order to—

(a) any illegal entry by a person into the land of the tribes; and

(b) the transportation of any illegal substance within or near the boundaries of the land of the tribes.

(c) Pilot Program—

I recognize that Federal and State agencies play the primary role in these efforts. However, in specific areas of this Nation, tribal government police, fire and emergency services often provide the first and often only response because of their access to the border. A tribe's proximity to the border and its responsibility for public safety and enforcement of their members requires that they respond. Simply put, Indian tribes situated close to the international border are vulnerable and greatly impacted and we must acknowledge their daily role in responding to border criminal activity.

At the request of Mr. SMITH, the name of the Senator from Rhode Island (Mr. CHAFEE) was added as a cosponsor of S. 1380, a bill to amend the Internal Revenue Code of 1986 to extend the exclusion from gross income for employer-provided health coverage to designated plan beneficiaries of employees, and for other purposes.

At the request of Mr. TALENT, the name of the Senator from Ohio (Mr. VOINOVICH) was added as a cosponsor of S. 1389, a bill to establish an Unresolved Crimes Section in the Civil Rights Division of the Department of Justice.

At the request of Mr. HATCH, the name of the Senator from Mississippi (Mr. COCHRAN) was added as a cosponsor of S.J. Res. 12, a joint resolution proposing an amendment to the Constitution of the United States authorizing Congress to prohibit the physical desecration of the flag of the United States.

At the request of Mr. BROWNBACK, the names of the Senator from New Jersey (Mr. LAUTENBERG) and the Senator from Washington (Ms. CANTWELL) were added as cosponsors of S.J. Res. 15, a joint resolution to acknowledge a long history of official depredations and ill-conceived policies by the United States Government regarding Indian tribes and offer an apology to all Native Peoples on behalf of the United States.

At the request of Mr. BINGAMAN, the name of the Senator from California (Mrs. BOXER) was added as a cosponsor of S. Con. Res. 16, a concurrent resolution conveying the sympathy of Congress to those in the Bahamas who were affected by Hurricane Jeanne.

At the request of Mr. SANTORUM, the name of the Senator from Ohio (Mr. VOINOVICH) was added as a cosponsor of S. Res. 83, a resolution commemorating the 65th Anniversary of the Black Press of America.

At the request of Mr. SMITH, the name of the Senator from Kansas (Mr. BROWNBACK) was added as a cosponsor of S. Res. 184, a resolution expressing the sense of the Senate regarding manifestations of anti-Semitism by United Nations member states and urging action against anti-Semitism by United Nations officials, United Nations member states, and the Government of the United States, and for other purposes.
MENTS.—A tribal government that receives funds or assistance provided under paragraph (1) consistent with the purposes of this section.

(2) Administration.—(A) In general.—A tribal government shall use any funds or assistance provided under paragraph (1) consistent with the purposes of this section.

(B) Administration by tribal governments.—A tribal government that receives any funds or assistance under paragraph (1) shall submit to the Secretary a report in such a manner and containing such information as the Secretary may require.

(C) Tribal governments, as determined by the Secretary, may implement the pilot program under which the Secretary shall submit to Congress a report in such a manner and containing such information as the Secretary may require.

(D) The Secretary shall submit to Congress a report in such a manner and containing such information as the Secretary may require.

(3) Selection criteria.—In selecting a tribal government to receive funds or assistance under paragraph (1), the Secretary may take into consideration—

(A) the distance between the Indian land in the jurisdiction of the tribal government and an international border of the United States;

(B) the extent to which the resources of the Indian tribe are affected by—(i) a border enforcement effort; or (ii) the threat of illegal immigration; and

(C) the interests of the Indian tribe.

(4) Reports.—

(1) Tribal Governments.—

(A) In general.—Not later than 1 year after receiving funds or assistance under subsection (c) and annually thereafter, a tribal government shall submit to the Secretary a report in such a manner and containing such information as the Secretary may require.

(B) If a report under subparagraph (A) shall include a description of—(i) any funds or assistance received by the tribal government under this section;

(ii) the use of the funds or assistance by the tribal government;

(iii) any obstacle encountered by the tribal government in administering the funds or assistance; and

(iv) any accomplishment made or obstacle encountered by the tribal government in developing a cooperative effort with another Indian tribe, the Federal Government, or a State or local government, and the effect of the accomplishment or obstacle on the tribe.

(2) Secretary.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit to Congress a report describing—

(A) the information contained in the reports submitted under paragraph (1);

(B) the degree of success of—(i) the Secretary in implementing the pilot program; and

(ii) each project under the pilot program under subsection (c) in achieving the goals of the pilot program;

(C) any recommendations, including a legislative recommendation, of the Secretary relating to the pilot program.

(5) Effect of section.—Nothing in this section affects—

(A) the authority of the Commissioner of the Bureau of Customs and Border Protection; or

(B) any authority of an Indian tribe, tribal organization, or tribal government participating in a program under this section.

(6) Effect of fund allocation.—Any funds allocated under this section shall be in addition and not in lieu of, any funds available to an Indian tribe, tribal organization, or tribal government under this Act.

(7) Authorization of appropriations.—There are appropriated to carry out this section $3,500,000 for each of fiscal years 2006 through 2008.

S. RES. 194

Relative to the death of Gaylord A. Nelson, former United States Senator for the State of Wisconsin.

Whereas Gaylord A. Nelson served in the United States Army from 1942–1946;

Whereas Gaylord A. Nelson served as Governor of the State of Wisconsin from 1959–1963;

Whereas Gaylord A. Nelson served the people of Wisconsin with distinction for 18 years in the United States Senate;

Whereas Gaylord A. Nelson served the Senate as Chairman of the Select Committee on Business from the Ninety-Third through the Ninety-Sixth Congresses and as Chairman of the Select Committee on Official Conduct in the Ninety-Fifth Congress;

Whereas Gaylord A. Nelson received the Presidential Medal of Freedom in 1995; Resolved, That the Senate has heard with profound sorrow and deep regret the announcement of the death of the Honorable Gaylord A. Nelson.

By Mr. MCCAIN (for himself, Mr. DORGAN, and Mr. KYL).

S. 1375. A bill to amend the Indian Arts and Crafts Act of 1990 to modify provisions relating to criminal proceedings and civil actions, and for other purposes; read the first time.

This Act may be cited as the “Indian Arts and Crafts Amendments Act of 2005.”

SEC. 1. SHORT TITLE.

This Act may be cited as the “Indian Arts and Crafts Amendments Act of 2005.”

SEC. 2. INDIAN ARTS AND CRAFTS.

(a) Criminal proceedings; civil actions; misrepresentations.—Section 5 of the Act entitled “An Act to promote the development of Indian arts and crafts and to create a board to assist therein, and for other purposes” (25 U.S.C. 306d) is amended to read as follows:

“SEC. 5. CRIMINAL PROCEEDINGS; CIVIL ACTIONS.

“(a) Definition of Federal law enforcement officer.—In this section—

“(1) a Federal law enforcement officer (as defined in section 1153 of title 18, United States Code); and

“(2) with respect to a violation of this Act that occurs outside Indian country (as defined in section 1151 of title 18, United States Code), an officer that—

“(A) has jurisdiction over the violation;

“(B) the degree of success of—

“(i) a border enforcement effort; or

“(ii) the threat of illegal immigration; and

“(C) the interests of the Indian tribe.

“(A) In general.—Not later than 1 year after receiving funds or assistance under subsection (c) and annually thereafter, a tribal government shall submit to the Secretary a report in such a manner and containing such information as the Secretary may require.

“(i) any funds or assistance received by the tribal government under this section;

“(ii) the use of the funds or assistance by the tribal government;

“(iii) any obstacle encountered by the tribal government in administering the funds or assistance; and

“(iv) any accomplishment made or obstacle encountered by the tribal government in developing a cooperative effort with another Indian tribe, the Federal Government, or a State or local government, and the effect of the accomplishment or obstacle on the tribe.

“(2) Secretary.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit to Congress a report describing—

“(A) the information contained in the reports submitted under paragraph (1);

“(B) the degree of success of—

“(i) the Secretary in implementing the pilot program; and

“(ii) each project under the pilot program under subsection (c) in achieving the goals of the pilot program;

“(C) any recommendation, including a legislative recommendation, of the Secretary relating to the pilot program.

“(d) Reports.—

“(1) Tribal Governments.—

“(A) In general.—Not later than 1 year after receiving funds or assistance under subsection (c) and annually thereafter, a tribal government shall submit to the Secretary a report in such a manner and containing such information as the Secretary may require.

“(B) Administration by tribal governments.—A tribal government that receives any funds or assistance under paragraph (1) shall submit to the Secretary a report in such a manner and containing such information as the Secretary may require.

“(C) Tribal governments, as determined by the Secretary, may implement the pilot program under which the Secretary shall submit to Congress a report in such a manner and containing such information as the Secretary may require.

“(D) The Secretary shall submit to Congress a report in such a manner and containing such information as the Secretary may require.

“(2) Secretary.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit to Congress a report describing—

“(A) the information contained in the reports submitted under paragraph (1);

“(B) the degree of success of—

“(i) the Secretary in implementing the pilot program; and

“(ii) each project under the pilot program under subsection (c) in achieving the goals of the pilot program;

“(C) any recommendation, including a legislative recommendation, of the Secretary relating to the pilot program.

“(e) Effect of section.—Nothing in this section affects—

“(A) the authority of the Commissioner of the Bureau of Customs and Border Protection; or

“(B) any authority of an Indian tribe, tribal organization, or tribal government participating in a program under this section.

“(f) Effect of fund allocation.—Any funds allocated under this section shall be in addition and not in lieu of, any funds available to an Indian tribe, tribal organization, or tribal government under this Act.

“(g) Authorization of appropriations.—There are appropriated to carry out this section $3,500,000 for each of fiscal years 2006 through 2008.”.
“(3) INDIAN TRIBE.—

“(A) IN GENERAL.—The term ‘Indian tribe’ has the meaning given the term in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450b).

“(B) INCLUSION.—The term ‘Indian tribe’ includes an Indian group that has been formally recognized as an Indian tribe by—

“(i) a State legislature;

“(ii) a State commission; or

“(iii) another similar organization vested with State legislative tribal recognition authority.

“(4) SECRETARY.—The term ‘Secretary’ means the Secretary of the Interior;”

“(7) in subsection (e), by striking "(e) In the

“(2) DISPOSITION OF AMOUNTS RECOVERED .—

“(D) an Indian arts and crafts organization;

“(i) a member of that tribe; or

“(ii) an Indian; or

“(iii) an Indian arts and crafts organization;

“(B) by striking subsection (d) (as redesignated by paragraph (2)), by striking "subsection (c)" and inserting "subsection (d)"; and

“(4) in subsection (b) (as redesignated by paragraph (2)), by striking "subsection (a)" and inserting "subsection (b)"; and

“(B) by striking "suit" and inserting "the

“(A) the Attorney General, at the request of the Secretary acting on behalf of—

“(i) an Indian tribe;

“(ii) an Indian; or

“(iii) an Indian arts and crafts organization;

“(B) an Indian tribe, acting on behalf of—

“(i) the tribe;

“(ii) a member of that tribe; or

“(iii) an Indian arts and crafts organization;

“(C) an Indian; or

“(D) an Indian arts and crafts organization.

“(3) the term ‘Indian tribe’—

“(A) IN GENERAL.—Except as provided in paragraph (1), the term ‘Indian tribe’ includes an Indian group that has been formally recognized as an Indian tribe by—

“(i) a State legislature;

“(ii) a State commission; or

“(iii) another similar organization vested with State legislative tribal recognition authority;

“Mr. KYL. Mr. President, today I am pleased to join with Senator MCCAIN to introduce the Indian Arts and Crafts Amendments Act of 2005. This legislation strengthens the investigative and enforcement authorities of the underlying Indian Arts and Crafts Act of 1990.

“Native arts and crafts are the only indigenous art of America. Unauthentic reproductions and mass produced knock offs undercut sales of genuine articles, discouraging young Native Americans from learning traditional artisans’ techniques and their decisions to pursue jobs in other industries. The end result is that if less Native people are practicing their arts, those traditions risk extinction. It would be a tremendous loss to the entire country’s cultural heritage to lose these traditions.

“The Indian Arts and Crafts Act of 1990, which I cosponsored with now retired Senator Ben Nighthorse Campbell of Colorado, and the House of Representatives, was enacted in response to growing sales of arts and crafts products misrepresented as being produced by Indians. It is a truth-in-advertising law, with civil and criminal provisions. It prohibits the marketing of products as ‘Indian made’ when such products are not made by Indians as defined by the act. It is intended to protect Indian artists and craftspeople, businesses, tribes, consumers and our cultural heritage.

“Since the passage of the 1990 Act, we have had an opportunity to assess its effectiveness and make changes as necessary through the legislative process.

“Last year, now retired Senator Campbell and I, on the recommendation of the Indian Arts and Crafts Board, agreed to consider amending the act to strengthen its investigative authority and enforcement provisions. The Board was becoming concerned that the Federal Bureau of Investigation, charged with investigating violations of the act, needed some help. Fewer complaints that had been referred for investigation were receiving the attention they deserved and meritorious cases were not making it to the Attorney General’s desk. During the last Congress, we proposed amending the act to strengthen the investigative and enforcement authorities, but these amendments were not enacted prior to adjournment.

“I am happy to say, the new Indian Arts and Crafts Committee chairman, Senator McCAIN, recognized these concerns still existed, and we agreed to work together to address them. The Amendments we are introducing today build upon the work in the last Congress. They will make the act even more effective. The amendments expand the investigative authority under the act to include all Federal law enforcement officers as defined in 18 U.S.C. Section 115 (c)(1). Expanding the investigative authority to include other Federal law enforcement beyond the Federal Bureau of Investigation will permit agencies with expertise in Indian issues and cultural resources, such as the Bureau of Indian Affairs law enforcement and the Department of Interior Cultural Resources, to thoroughly investigate complaints and work with Department of Justice attorneys to enforce these cases. The FBI will still have the ability to conduct such investigations should it choose to do so. I hope it will.

“These amendments also recognize the important role of the Attorney General in enforcement. The amendments require the transmission of all investigation reports from Federal investigators to the Attorney General. The Attorney General can work directly with the investigators, and prosecute cases that warrant prosecution. There will be no need for the report to be referred by the Indian Arts and Crafts Board. This is an efficiency measure and is not designed to take away any authority the Board has to refer cases to the Attorney General. The Board will continue to receive all investigative reports and make referrals.

“I believe these amendments to the act will strengthen the investigative and enforcement authority under the act and increase the number of complaints that are investigated and prosecuted. These violations are serious, and we need to provide the necessary federal resources to put an end to these crimes and preserve our cultural heritage of our Native people. I look forward to swift passage of these amendments.

“By Mr. COCHRAN (for himself, Mr. STEVENS, Mr. WARNER, Mr. DODD, Mr. AKAKA, and Mr. BURNS):

“S. 1376. A bill to improve and expand geographic literacy among kindergarten through grade 12 students in the United States; to improve and expand professional development programs for kindergarten through grade 12 teachers offered through institutions of higher education; to the Committee on Health, Education, Labor, and Pensions.

“Mr. COCHRAN. Mr. President, today, I am introducing the Teaching Geography is Fundamental Act. I am pleased to be joined by Senators STEVENS, WARNER, DODD, AKAKA and BURNS. The Act’s purpose is to improve geographic literacy among K-12 students in the United States by improving professional development programs for K-12 teachers offered through institutions of higher education, to the Committee on Health, Education, Labor, and Pensions.
in them. The diversity of cultures, land, and distances between states within our nation is the first evidence we have that a good understanding of geography is necessary. According to the National Geographic Society, home is where the knowledge of geography begins.

The 2005 publication, What Works in Geography, reported that elementary school geography instruction significantly improves student achievement. And, the 2002 National Geographic Roper Global Geographic Literacy Survey shows that more than half of American adults best able to read a map had taken a high school geography course. That’s the good news. Unfortunately, other recent studies show us that nearly one third of our elementary schools have reduced the number of geography courses in the last few years, and only 7 percent of our Nation’s fourth graders are taught by teachers with specific undergraduate or graduate experience in geography. Geography is taught by less than 9 percent of K–12 social studies teachers and not even one quarter of high school students graduate with a geography class.

To expect that Americans will be able to work economically and diplomatically with the other people in this world, we need to be able to communicate and understand each other. It is a fact that we have a global marketplace that will continue to be the case. We need to be preparing our younger generations for global competition and ensuring that they have a strong base to be able to participate in future industry. Geography knowledge improves those job opportunities.

Approximately 20 percent of the U.S. GDP, that’s $2.3 trillion annually, results from international trade. According to the CIA World Factbook of 2005, many U.S. workers need geographic knowledge to succeed globally. Geographic knowledge is increasingly needed for U.S. businesses in international markets. For example, the inadvertent placing of Kashmir outside of Indian territory on a time zone map had caused a high school geography course to be dropped. That’s the good news. Unfortunately, other recent studies show us that only 9 percent of K–12 social studies teachers and not even one quarter of high school students graduate with a geography class.

A comprehensive geography education provides training in geospatial technologies, such as remote sensing and geographic information systems. This high-growth industry is expected to reach $30 billion in annual revenues by the end of 2005, up from $5 billion in 2002. Geospatial technologies are one of the three biggest emerging fields identified by the Department of Labor, and they are creating 75,000 new jobs annually. A strong geographic education system is a necessity for this industry’s continuing advancement.

Geography literacy is essential to a well prepared citizenry in the 21st Century. Last year, then Secretary of State Colin Powell said, “To solve most of the major problems facing our county today—from wiping out ter-
SEC. 7. Fire and life-safety improvements.

Sec. 8. Memorandum of agreement.

Sec. 9. Amtrak plan to assist families of pas-

sengers involved in rail pas-

senger accidents.

Sec. 10. Systemwide Amtrak security up-

grades.

Sec. 11. Freight and passenger rail security up-

grades.

Sec. 12. Oversight and grant procedures.

Sec. 13. Rail security research and develop-

ment.

Sec. 14. Welded rail and tank car safety im-

provements.

Sec. 15. Northern Border rail passenger re-

port.

Sec. 16. Report regarding impact on security of

train travel in communities by grade sepa-

rate crossings.

Sec. 17. Whistleblower protection program.

SEC. 2. RAIL TRANSPORTATION SECURITY RISK

ASSESSMENT.

(a) In general.—

(1) VULNERABILITY ASSESSMENT.—The

Under Secretary of Homeland Security for

Border and Transportation Security, in con-

sultation with the Secretary of Transpor-

tation, shall complete a vulnerability assess-

ment of freight and passenger rail transpor-

tation (encompassing railroads, as that term is
defined in section 20102(1) of title 49,

United States Code). The assessment shall in-
clude—

(A) identification and evaluation of crit-

cal assets and infrastructures;

(B) identification of threats to those assets

and infrastructures;

(C) identification of vulnerabilities that are
specific to the transportation of haz-

ardous materials via railroad; and

(D) identification of security weaknesses in

passenger and cargo security, transpor-
tation infrastructure, protection systems,

procedural policies, communications sys-

tems, employee training, emergency re-

sponse planning, and any other area identi-

fied by the assessment.

(2) EXISTING PRIVATE AND PUBLIC SECTOR

EFFORTS.—The assessment shall take into ac-

count actions taken or planned by both pub-

lic and private entities to address identified

security issues and assess the effective inte-

gration of such actions.

(c) CONSIDERATIONS.—Based on the as-

sessment conducted under paragraph (1), the

Under Secretary, in consultation with the

Secretary of Transportation, shall develop

prioritization and recommendations for improv-

ing rail security, including any recommenda-

tions the Under Secretary has for—

(A) improving the security of rail tunnels,

rail bridges, signals, parking lots, and car

storage areas, other rail infrastructure and

facilities, information systems, and other areas

identified by the Under Secretary as posing sig-

nificant rail-related risks to public safety and

the movement of interstate commerce, tak-

ing into account the impact that any pro-

posed security measure might have on the

provision of rail services;

(B) deploying equipment to detect explo-

sives and hazardous chemical, biological, and

radioactive substances, and any appropriate

countermeasures;

(C) training employees in terrorism pre-

vention, passenger evacuation, and response

activities;

(D) conducting public outreach campaigns

on passenger railroads;

(E) deploying surveillance equipment; and

(F) identifying the immediate and long-

term consequences of measures that may be required to

address those risks.

(4) PLANS.—The report required by sub-

section (c) shall include—

(A) a plan to be developed in consultation

with the freight and intercity passenger railroads,

and State and local governments, for the

government to provide increased security sup-

port at high or severe threat levels of

alert; and

(B) a plan for coordinating rail security

initiatives undertaken by the public and pri-

vate sectors.

(b) CONSULTATION; USE OF EXISTING

RESOURCES.—In carrying out the assessment re-

quired by subsection (a), the Under Secre-

tary of Homeland Security for Border and

Transportation Security shall consult with rail

management, rail labor, owners or les-

sees of railroads, public safety officials, first

responders, shippers of haz-

ardous materials, public safety officials (in-

cluding those within other agencies and of-

fices within the Department of Homeland

Security), and other relevant parties.

(c) REPORT.—

(1) CONTENTS.—Within 180 days after the
date of enactment of this Act, the Under

Secretary shall transmit to the Senate Com-

mittee on Commerce, Science, and Transpor-

tation and the House of Representa-

tives Committee on Transportation and In-

frastructure a report containing the as-

sessment and prioritized recommendations re-

quired by subsection (a) and an estimate of the
cost to implement those recommendations.

(2) FORMAT.—The Under Secretary may

submit the report in both classified and re-

directed formats if the Under Secretary deter-

mines that such action is appropriate or nec-

essary.

(d) 2-YEAR UPDATES.—The Under Secre-

tary, in consultation with the Secretary of

Transportation, shall update the assess-

ment and recommendations every 2 years and trans-
mit a report, which may be submitted in both classified and re-
directed formats, to the Committees named in subsection (c)(1),

containing the updated assessment and rec-

ommendations.

(e) AUTHORIZATION OF APPROPRIATIONS.—

There are authorized to be appropriated to the

Under Secretary of Homeland Security for Border and

Transportation Security $5,000,000,000 for fiscal year 2006 for the

purpose of carrying out this section.

SEC. 3. RAIL SECURITY.

(a) RAIL POLICE OFFICERS.—Section 23101 of
title 49, United States Code, is amended by

striking “the rail carrier” each place it ap-

pears and inserting “any rail carrier”.

(b) REVIEW OF RAIL REGULATIONS.—Within

1 year after the date of enactment of this

Act, the Secretary of the Department of Trans-

portation, before or after its transfer to the

Department of Homeland Security, shall

review existing rail regulations respecting

the passenger's tickets prior to boarding

trains; and

(c) AUTHORIZATION OF APPROPRIATIONS.—

There are authorized to be appropriated to the

Secretary of the Department of Homeland Security for

Border and Transportation Security to carry out this Act $5,000,000,

for fiscal year 2006.

SEC. 4. STUDY OF FOREIGN RAIL TRANSPORT

SECURITY PROGRAMS.

(a) REQUIREMENT FOR STUDY.—Within one

two years after the date of enactment of the

Rail Passenger Service Act of 2001, the

Comptroller General shall complete a study of the rail pas-

senger transportation security programs that are carried out for rail transportation in European nations of the Eu-

ropean Union, and other foreign countries.

(b) PURPOSE.—The purpose of the study shall be to identify effective rail transpor-

tation security measures that are in use in foreign rail transportation systems, includ-

ing innovative measures and screening pro-

cedures determined effective.

(c) REPORT.—The Comptroller General shall submit a report on the results of the

study to the Senate Committee on Com-

merce, Science, and Transportation and the

House of Representatives Committee on

Transportation and Infrastructure.

SEC. 5. PASSENGER, BAGGAGE, AND CARGO

SCREENING.

(a) REQUIREMENT FOR STUDY AND REPORT.—

The Secretary of Homeland Security for Border and Transportation Security, in cooperation with the Secretary of Transpor-

tation, shall—

(1) analyze the cost and feasibility of re-

quiring security screening for passengers,

baggage, and cargo on passenger trains; and

(2) report the results of the study, together

with any recommendations that the Under

Secretary may have for implementing a rail

security screening program to the Senate

Committee on Commerce, Science, and

Transportation and the House of Representa-

tives Committee on Transportation and In-

frastructure within 1 year after the date of

enactment of this Act.

(b) PILOT PROGRAM.—As part of the study

under subsection (a), the Under Secretary

shall complete a pilot program of random

security screening of passengers and bag-

gage at rail passenger stations served by

Amtrak selected by the Under Secretary.

In conducting the pilot program, the

Under Secretary shall—

(1) test a wide range of explosives detection

technologies, devices and methods; and

(2) require that intercity rail passengers

produce government-issued photographic

identification which matches the name on

the passenger’s tickets prior to boarding

trains; and

(3) attempt to give preference to locations

at the highest risk of terrorist attack and

achieve a distribution of participating train

stations in terms of geographic location,

size, passenger volume, and whether the sta-

tion is used by both rail passengers as well

as Amtrak passengers.

(c) AUTHORIZATION OF APPROPRIATIONS.—

There are authorized to be appropriated to the

Under Secretary of Homeland Security for

Border and Transportation Security to carry out this Act $5,000,000,

for fiscal year 2006.

SEC. 6. CERTAIN PERSONNEL LIMITATIONS NOT

TO APPLY.

Any statutory limitation on the number of employees in the Transportation Security Administration of the Department ofTrans-

portation, before or after its transfer to the Department of Homeland Security, does not apply to the extent that any such employees are

employed by Amtrak or for implementing the provi-

sions of this Act.

SEC. 7. FIRE AND LIFE-SAFETY IMPROVEMENTS.

(a) LIFE-SAFETY NEEDS.—The Secretary of

Transportation is authorized to make grants to

Amtrak for the purpose of making fire

and life-safety improvements to Amtrak

tunnels on the Northeast Corridor in New

York, NY, Baltimore, MD, and Washington,

DC.

(b) AUTHORIZATION OF APPROPRIATIONS.—

There are authorized to be appropriated to the Secretary of Transportation for the pur-

poses of carrying out subsection (a) the fol-

lowing amounts:

(1) For the 6 New York tunnels to provide

ventilation, electrical, and fire safety tech-

nology upgrades, emergency communication

and lighting systems, and emergency access

and egress for passengers—

(A) $100,000,000 for fiscal year 2006;

(B) $100,000,000 for fiscal year 2007;

(C) $100,000,000 for fiscal year 2008; and

(D) $170,000,000 for fiscal year 2009.

(2) For the Baltimore & Potomac tunnel and the Union tunnel, together, to provide

...
adequate drainage, ventilation, communication, lighting, and passenger egress upgrades—

(A) $10,000,000 for fiscal year 2006;
(B) $10,000,000 for fiscal year 2007;
(C) $10,000,000 for fiscal year 2008;
(D) $10,000,000 for fiscal year 2009; and
(E) $17,000,000 for fiscal year 2010.

(2) For the Jamaica, LIRR Union Station tunnels to improve ventilation, communication, lighting, and passenger egress upgrades—

(A) $8,000,000 for fiscal year 2006;
(B) $8,000,000 for fiscal year 2007;
(C) $8,000,000 for fiscal year 2008;
(D) $8,000,000 for fiscal year 2009; and
(E) $12,000,000 for fiscal year 2010.

(c) INFRASTRUCTURE UPGRADES.—There are authorized to be appropriated to the Secretary of Transportation and Amtrak for fiscal year 2006 $3,000,000 for the preliminary design of options for a new tunnel on a different alignment to augment the capacity of the existing tunnels.

(d) AVAILABILITY OF APPROPRIATED FUNDS.—Amounts appropriated pursuant to this section shall remain available until expended.

(e) PLANS REQUIRED.—The Secretary may not make amounts available to Amtrak for obligation or expenditure under subsection (a)—

(1) until Amtrak has submitted to the Secretary and the Congress a plan to address the needs of the families of passengers involved in rail passenger accidents,

(2) unless, for each project funded pursuant to this section, the Secretary has approved a project management plan prepared by Amtrak addressing appropriate project budget, construction schedule, recipient staff organization, document control and recordkeeping, control of quality, safety, and assurance, periodic plan updates, periodic status reports, and such other matters the Congress determines appropriate.

(f) REVIEW OF PLANS.—The Secretary of Transportation shall complete the review of the plans required by paragraphs (1) and (2) of subsection (e) and approve or disapprove the plans within 45 days after the date on which such a plan is submitted by Amtrak.

(2) unless, for each project funded pursuant to this section, the Secretary has approved a plan to meet the needs of families of passengers involved in rail passenger accidents.

(3) For the Washington, DC Union Station tunnels, if feasible.

(g) FINANCIAL CONTRIBUTION FROM OTHER RAIL CARriers.—The Secretary shall, taking into account the need for the timely completion of all portions of the tunnel projects described in subsection (a)—

(1) require the contribution to which rail carriers other than Amtrak use the tunnels;

(2) consider the feasibility of seeking a financial contribution from those other rail carriers that meet the needs of the families of passengers involved in rail passenger accidents;

(3) obtain financial contributions or commitments from such other rail carriers at levels reflecting the extent of their use of the tunnels, if feasible.

SEC. 8. MEMORANDUM OF AGREEMENT.

(a) MEMORANDUM OF AGREEMENT.—Within 60 days of the enactment of this Act, the Secretary of Transportation and the Secretary of Homeland Security shall execute a memorandum of agreement governing the roles and responsibilities of the Department of Transportation and the Department of Homeland Security, respectively, in addressing railroad transportation safety matters. The memorandum of agreement will follow to promote communications, efficiency, and nonduplication of effort.

(b) RAIL SAFETY REGULATIONS.—Section 20103(a) of title 49, United States Code, is amended by striking “safety” the first place it appears, and inserting “safety, including security.”

SEC. 9. AMTRAK PLAN TO ASSIST FAMILIES OF PASSENGERS INVOLVED IN RAIL PASSENGER ACCIDENTS.

(a) IN GENERAL.—Chapter 243 of title 49, United States Code, is amended by adding at the end the following:

“§ 24316. Plans to address needs of families of passengers involved in rail passenger accidents

“(a) Submission of plan.—Not later than 6 months after the date of the enactment of the Rail Safety Act of 2005, Amtrak shall submit to the National Transportation Safety Board and the Secretary of Transportation a plan for addressing the needs of the families of passengers involved in any rail passenger accident involving an Amtrak intercity train and resulting in a loss of life.

“(b) Contents of plans.—The plan to be submitted by Amtrak under subsection (a) shall include, at a minimum, the following:

“(1) A process by which Amtrak will maintain a secure personal and financial plan for such family and provide the National Transportation Safety Board and the Secretary of Transportation, immediately upon request, a list (which is based on the best available information at the time of the request) of the names of the passengers aboard the train (whether or not such names have been verified), and will periodically update the list. Such a list shall include appropriate measures to address security awareness, emergency response, and passenger evacuation training.

“(2) To provide the notice described in paragraph (1) to the family of a passenger as soon as Amtrak has verified that the passenger was aboard the train (whether or not the names of all of the passengers have been verified).

“(3) A process by which the family of each passenger will be consulted about the disposition of all remains and personal effects of the passenger within Amtrak’s control; that any possession of the passenger within Amtrak’s control will be returned to the family unless the possession is needed for the accident investigation; and that any unclaimed possession of a passenger within Amtrak’s control will be retained by the rail carrier passenger for at least 18 months.

“(4) A process by which the treatment of the families of nonrevenue passengers will be the same as the treatment of the families of revenue passengers.

“(5) An assurance that Amtrak will provide adequate training to its employees and agents to meet the needs of the families and family members following an accident.

“(c) Use of Information.—Nothing in this section may be construed as limiting the actions that Amtrak may take, or the obligations that Amtrak may have, in providing assistance to the families of passengers involved in a rail passenger accident.

“(d) Limitation on Liability.—Amtrak shall not be liable for damages in any action brought in a Federal or State court arising out of the performance of Amtrak in preparing or providing a passenger list, or in providing information concerning a train reservation, pursuant to a plan submitted by Amtrak under subsection (b), unless such liability was caused by Amtrak’s conduct.

“(e) Authorization of Appropriations.—There are authorized to be appropriated to the Secretary of Transportation for the use of Amtrak $500,000 for fiscal year 2006 to carry out this section, this amount appropriated pursuant to this subsection shall remain available until expended.”.

SEC. 10. SYSTEMWIDE AMTRAK SECURITY UPGRADES.

(a) IN GENERAL.—Subject to subsection (c), the Under Secretary of Homeland Security for Border and Transportation Security is authorized to make grants, through the Secretary of Transportation, to Amtrak—

(1) to secure major tunnel access points and ensure tunnel integrity in New York, Baltimore, and Washington, DC;

(2) to secure Amtrak trains;

(3) to secure Amtrak stations;

(4) to obtain a watch list identification system approved by the Under Secretary;

(5) to obtain tracking and interoperable communications systems that are coordinated to the maximum extent possible;

(6) to hire additional police and security officers, including canine units; and

(7) to expand emergency preparedness efforts.

(b) CONDITIONS.—The Secretary of Transportation may not disburse funds to Amtrak under subsection (a) unless the projects are contained in a systemwide security plan approved by the Under Secretary, in consultation with the Secretary of Transportation, and, for capital projects, meet the requirements of section 5183(a) of title 49, United States Code, unless such grants include appropriate measures to address security awareness, emergency response, and passenger evacuation.

(c) EQUITABLE GEOGRAPHIC ALLOCATION.—The Under Secretary shall ensure that, subject to meeting the highest security needs on Amtrak’s entire system, stations and facilities located outside of the Northeast Corridor receive an equitable share of the security funds authorized by this section.
Transportation Security $631,500,000 for fiscal year 2006 for the purposes of carrying out this section. Amounts appropriated pursuant to this subsection shall remain available until expended.

SEC. 11. FREIGHT AND PASSENGER RAIL SECURITY UPGRADES.
(a) SECURITY ENHANCEMENT GRANTS.—The Under Secretary of Homeland Security for Border and Transportation Security is authorized to make grants to freight railroads, the Alaska Railroad, hazardous materials shippers, owners of rail cars used in the transportation of hazardous materials, universities, colleges and research centers, State and local governments (for passenger facilities and infrastructure not owned by Amtrak), and, through the Secretary of Transportation, to Amtrak, for full or partial reimbursement of costs incurred in the conduct of activities to prevent or respond to acts of terrorism, sabotage, or other interference with passenger rail and freight rail security threats, including—

(1) security and redundancy for critical communications, computer, and train control systems essential for secure rail operations;

(2) accommodation of cargo or passenger screening equipment at the United States-Mexico border or the United States-Canada border;

(3) the security of hazardous material transportation by rail;

(4) secure intercity passenger rail stations, trains, and infrastructure;

(5) structural modification or replacement of rail cars transporting high hazard materials to improve their resistance to acts of terrorism;

(6) employee security awareness, preparedness, passenger evacuation, and emergency response training;

(7) public security awareness campaigns for passenger train operations;

(8) the sharing of intelligence and information about security threats;

(9) to obtain train tracking and interoperable communications systems that are coordinated to the maximum extent possible; and

(10) to hire additional police and security officers, including canine units; and

other improvements recommended by the report required by section 2, including infrastructure, facilities, and equipment upgrades.

(b) ACCOUNTABILITY.—The Under Secretary shall adopt necessary procedures, including application and qualification procedures (including a requirement that the applicant have a security plan), and a record of decision on applicant eligibility. The procedures shall include the establishment of a process for the review of proposed capital projects and related program management plans and to oversee construction of such projects.

SEC. 12. OVERSIGHT AND GRANT PROCEDURES.
(a) SECRETARIAL OVERSIGHT.—The Secretary of Transportation may use any funds made available to Amtrak for capital projects under the Rail Security Act of 2005 to enter into contracts for the review of proposed capital projects and related program management plans and to oversee construction of such projects.

(b) USE OF FUNDS.—The Secretary may use amounts available under subsection (a) of this section for the following: securing, procuring, managing, and financial compliance reviews and audits of a recipient of amounts under subsection (a) of this section.

(c) PROCEDURES FOR GRANT AWARD.—The Under Secretary shall prescribe procedures and schedules for the awarding of grants under this Act, including application and qualification procedures (including a requirement that the applicant have a security plan) and a record of decision on applicant eligibility. The procedures shall include the establishment of a process for the review of proposed capital projects and related program management plans and to oversee construction of such projects.

SEC. 13. RAIL SECURITY RESEARCH AND DEVELOPMENT.
(a) ESTABLISHMENT OF RESEARCH AND DEVELOPMENT PROGRAM.—The Under Secretary of Homeland Security for Border and Transportation Security, in conjunction with the Secretary of Transportation, shall carry out a research and development program for the purpose of improving freight and intercity passenger rail security that may include research and development projects to—

(1) reduce the need for passenger trains, stations, and equipment to explosives and hazardous chemical, biological, and radiological substances;

(2) test new emergency response techniques and technologies;

(3) develop improved freight technologies, including—

(A) technologies for sealing rail cars;

(B) technologies for securing railcars;

(C) communication-based train controls;

and

(D) emergency response training;

(4) test wayside detectors that can detect tampering with railroad equipment;

and

(5) support enhanced security for the transportation of hazardous materials by rail, including—

(A) technologies to detect a breach in a tank car to inform cargo inspectors;

(B) research to improve tank car integrity, with a focus on tank cars that carry high hazard materials (as defined in section 213.119 of title 49, Code of Federal Regulations) to improve the identification of cracks in rail joint bars;

(6) older tank car impact resistance improvements.

(b) AUTHORIZATION OF APPROPRIATIONS.—The Under Secretary of Homeland Security for Border and Transportation Security shall carry out any research and development project authorized by this section through a reimbursement agreement with the Secretary of Transportation if the Secretary of Transportation—

(1) is already sponsoring a research and development project related to a purpose of this section;

and

(2) has a unique facility or capability that would be useful in carrying out the project.

(c) ACCOUNTABILITY.—The Under Secretary shall adopt necessary procedures, including audits, to ensure that grants made under this section are expended in accordance with the purposes of this Act and the priorities and other criteria developed by the Under Secretary.

(d) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Under Secretary of Homeland Security for Border and Transportation Security $50,000,000 in each of fiscal years 2006 and 2007 to carry out the purposes of this section.

SEC. 14. WELDED RAIL AND TANK CAR SAFETY IMPROVEMENTS.
(a) TRACK STANDARDS.—Within 90 days after the date of enactment of this Act, the Federal Railroad Administration shall—

(1) determine that continuing welded rail track to include procedures in its procedures file with the Administrator pursuant to section 213.119 of title 49, Code of Federal Regulations) to improve the identification of cracks in rail joint bars;

(b) instruct Administration track inspectors to obtain copies of the most recent continuous welded rail programs of each railroad within the inspectors’ areas of responsibility and require that inspectors use those programs when conducting track inspections; and

(c) establish a program to periodically review continuous welded rail joint bar inspection data from railroads and Administration inspectors to determine whether the Federal Administration determines that it is necessary or appropriate, require railroads to increase the frequency or improve the methods of inspection of rail joint bars in continuous welded rail.

(b) TANK CAR STANDARDS.—The Federal Railroad Administration shall—

(1) within 1 year after the date of enactment of this Act, validate the predictive model it is developing to quantify the relevant dynamic forces acting on railroad tank cars under accident conditions; and

(2) within 18 months after the date of enactment of this Act, issue a rulemaking to develop and implement appropriate design standards for pressurized tank cars.

(c) OLDER TANK CAR IMPACT RESISTANCE ANALYSIS AND REPORT.—Within 2 years after the date of enactment of this Act, the Federal Railroad Administration shall—

(1) conduct a comprehensive analysis of the impact resistance of the steels in the shells of pressure tank cars constructed before 1989; and

(2) submit a report to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committees on Transportation and Infrastructure with recommendations for improvements to eliminate or mitigate the risk of catastrophic failure.
SEC. 15. NORTHERN BORDER RAIL PASSENGER REPORT.

Within 180 days after the date of enactment of this Act, the Under Secretary of Homeland Security for Border and Transportation Security, in consultation with the heads of other appropriate Federal departments and agencies, and the National Railroad Passenger Corporation, shall transmit a report to the Senate Committee on Commerce, Science, and Transportation and the House of Representatives Committee on Transportation and Infrastructure that contains—

(1) a description of the current system for screening passengers and baggage on passenger rail service between the United States and Canada;

(2) an assessment of the current program to provide preclearance of airline passengers between the United States and Canada as outlined in “The Agreement on Air Transport Preclearance between the Government of Canada and the Government of the United States of America”, dated January 18, 2001;

(3) an assessment of the current program to provide preclearance of freight railroad traffic between the United States and Canada as outlined in the “Declaration of Principles for the Improved Security of Rail Shipments between the United States and Canadian Pacific Railway from Canada to the United States”, dated April 2, 2003;

(4) a progress by the Department of Homeland Security and other Federal agencies toward finalizing a bilateral protocol with Canada that would provide for preclearance of passengers on trains operating between the United States and Canada;

(5) a description of legislative, regulatory, budgetary, or policy barriers within the Federal agencies towards finalizing a bilateral agreement on rail passenger preclearance;

(6) a description of the position of the Government of Canada and relevant Canadian agencies with respect to preclearance of such passengers; and

(7) a draft of any changes in existing Federal law necessary to provide for pre-screening of such passengers and providing pre-screened passenger lists to the Department of Homeland Security.

SEC. 16. REPORT REGARDING IMPACT ON SECURITIZATION OF TRAVEL IN COUNTRIES WITHOUT GRADE SEPARATION.

(a) STUDY.—The Secretary of Homeland Security shall, in consultation with State and local government officials, conduct a study on the impact of blocked highway-railroad grade crossings on the ability of emergency responders, including ambulances and police, fire, and other emergency vehicles, to perform public safety and security duties in the event of a terrorist attack.

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Secretary of Homeland Security shall submit 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 on the findings of the study conducted under subsection (a) and recommendations for reducing the impact of blocked highway-railroad grade crossings on emergency responders.

SEC. 17. WHISTLEBLOWER PROTECTION PROGRAM.

(a) In general.—Subchapter A of chapter 201 of title 49, United States Code, is amended by inserting after section 20115 the following:

“20116. Whistleblower protection for rail security matters.

“(a) Discrimination against employee.—No rail carrier engaged in interstate or foreign commerce may discharge a railroad employee or otherwise discriminate against a railroad employee because the employee (or any person acting pursuant to a request of the employee)—

“(1) provided, caused to be provided, or is about to provide or cause to be provided, to the employer or the Federal Government information relating to a perceived threat to security; or

“(2) provided, caused to be provided, or is about to provide or cause to be provided, testimony before Congress or at any Federal or State proceeding regarding a perceived threat to security; or

“(3) refused to violate or assist in the violation of any law, rule or regulation related to rail security.

“(b) Dispute resolution.—A dispute, grievance, or claim arising under this section is subject to resolution under section 3 of the Railway Labor Act (45 U.S.C. 153). In a proceeding by the National Railroad Adjustment Board, a division or delegate of the Board, or another board of adjustment established under section 3 to resolve the dispute, grievance, or claim the proceeding shall be expedited and the dispute, grievance, or claim shall be resolved not later than 180 days after it is filed. If the violation is a form of discrimination that does not involve discharge, suspension, or another action affecting pay, and no other remedy is available under this subsection, the Board, division, delegate, or other board of adjustment may award the employee reasonable damages, including punitive damages, of not more than $20,000.

“(c) Procedural requirements.—Except as provided in subsection (b), the procedures set forth in section 42121(b)(2)(B) of this title, including the burdens of proof, applies to any complaint brought under this section.

“(d) Election of remedies.—An employee of a railroad carrier may not seek protection under both this section and another provision of law for the same allegedly unlawful act of the carrier.

“(e) Disclosure of identity.—

“(1) Except as provided in paragraph (2) of this subsection, or with the written consent of the employee, the Secretary of Transportation may not disclose the name of an employee of a railroad carrier who has provided information about an alleged violation of this section.

“(2) The Secretary shall disclose to the Attorney General the name of an employee described in paragraph (1) of this subsection if the matter is referred to the Attorney General for enforcement.”.

(b) CONFORMING AMENDMENT.—The chapter analysis for chapter 201 of title 49, United States Code, is amended by inserting after the item relating to section 20115 the following:

“20116. Whistleblower protection for rail security matters.”.

SENATE RESOLUTION 192—AFFIRMING THAT THE FIRST AMENDMENT OF THE CONSTITUTION OF THE UNITED STATES GUARANTEES BY THE FREEDOM OF THE PRESS AND ASSERTING THAT NO PURPOSE IS SERVED BY SENTENCING JOURNALISTS JUDITH MILLER AND MATTHEW COOPER, NOR ANY SIMILARLY SITUATED JOURNALISTS, TO PRISON FOR MAINTAINING THE ANONYMITY OF CONFIDENTIAL SOURCES

Mr. Lautenberg (for himself, Mr. Lugar, and Mr. Dodd) submitted the following resolution; which was referred to the Committee on the Judiciary:

Whereas the First Amendment of the Constitution of the United States guarantees the freedom of the press;

Whereas it is essential to the democracy of the United States that journalists may report important information to the public without fear of intimidation or imprisonment;

Whereas a majority of the States and the District of Columbia have enacted media shield laws to protect the right of journalists to maintain the anonymity of confidential sources;

Whereas Robert Novak, the columnist first to publish the identity of a covert Central Intelligence Agency officer by name, stated that the Government should not imprison journalists for maintaining the anonymity of confidential sources;

Whereas a United States district court judge may soon sentence Matthew Cooper, the White House correspondent for Time Magazine, and Judith Miller, a journalist for the New York Times, to prison for contempt for refusing to disclose confidential sources;

Whereas United States District Court judge will hold a hearing to consider arguments against imprisonment of those journalists; and

Whereas it is the responsibility of the United States Senate to make its views known in areas of national and legal importance: Now, therefore, be it

Resolved, That the Senate—

(1) affirms that the First Amendment of the Constitution of the United States guarantees the freedom of the press; and

(2) proclaims that no purpose is served by imprisoning journalists Judith Miller and Matthew Cooper.

SENATE RESOLUTION 193—EXPRESSING SYMPATHY FOR THE PEOPLE OF THE UNITED KINGDOM IN THE AFTERMATH OF THE DEADLY TERRORIST ATTACKS ON LONDON ON JULY 7, 2005

Mr. Frist (for himself, Mr. Reid, Mr. Lugar, Mr. Biden, Mr. Akaka, Mr. Alexander, Mr. Allard, Mr. Allen, Mr. Baucus, Mr. Bayh, Mr. Bennett, Mr. Bingaman, Mr. Bond, Mrs. Boxer, Mr. Brownback, Mr. Bunning, Mr. Burns, Mr. Burr, Mr. Byrd, Ms. Cantwell, Mr. Carper, Mr. Chafee, Mr. Chambliss, Mrs. Cohn, Mr. Cochrane, Mr. Coleman, Ms. Collins, Mr. Conrad, Mr. Cornyn, Mr. Corzine, Mr. Craig, Mr. Crapo, Mr.填报