

also require Amtrak to use its resources to provide a new level of service that improves on-time performance, upgrades on-board services, and provides easier access to other transportation systems.

The Amtrak bill has also been combined with critical rail safety legislation that would strengthen our railroad security apparatus by investing \$1.6 billion in critical transportation safety initiatives.

Tragically, we learned just over 2 weeks ago how important railroad safety is when a Metrolink commuter train plowed head-on into a Union Pacific freight locomotive just outside of Los Angeles. Twenty-five people lost their lives and over 135 people were injured in the deadliest train crash this nation has seen in 15 years.

Every one of those 25 Americans woke up and got ready for work that Friday morning just like any other day. Mothers and fathers kissed their children goodbye after breakfast, never assuming this would be the last time they would see their loved ones. Weekend plans were made—but were never fulfilled. That fateful Friday morning not only ended the lives of these 25 Americans, but took away 25 mothers and fathers, sons and daughters, brothers and sisters from family members who will never be the same.

When people board a train in the morning on their way to work, they deserve to have peace of mind that they will reach their destination safely. This legislation would take significant steps to give the American people this peace of mind. It ensures that railroad officials have the resources and tools to do their job safely and effectively by implementing training standards for all safety-related railroad employees and requiring train conductors be certified that they are up to speed with the newest systems in place.

The bill also reforms hours-of-service requirements for crews and signal employees so that these critical workers are at their sharpest and most alert while on duty. In addition to these measures designed to reduce human error, we must also address the shortcomings in our rail infrastructure. Crumbling tracks, deteriorating bridges, and failing signals create an environment where it is only a matter of time before the next rail disaster strikes. This legislation fills many of these gaps by authorizing millions of dollars for critical improvements to infrastructure and safety features to make our rail network as safe as possible.

This bill also ensures that safety rules are strictly adhered to by strengthening the Federal Railroad Administration's enforcement tools and increasing the penalties for safety violations.

It is important to remember that our railroad network is not just critical to commerce and transportation but to national security as well. When the terrorist attacks on September 11 cri-

pled our aviation sector, our Nation relied heavily on trains to make up the shortfall. This illustrates just how important a safe, efficient, well-operated rail transportation network is to all aspects of our nation's well-being—from commercial and economic capacity to national security.

With record high gasoline prices, congested highways and airports that are experiencing record delays, we need all of the alternative forms of transportation we can provide to the frustrated American traveler. I urge my colleagues to recognize that a strong, well-funded and safe rail system is essential to our country. Please join me in voting for this critical bill.

I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. MENENDEZ). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. SALAZAR. I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

YUCCA MOUNTAIN RADIATION STANDARD

Mr. REID. Mr. President, today President Bush took time away from dealing with the Nation's economic crisis to direct his Environmental Protection Agency, EPA, to release a new standard for 'acceptable' public radiation exposure from the Yucca Mountain nuclear waste dump. In other words, the agency decided just how much radiation you and I can live with. Let me be clear, there is no way this weak standard will breathe life into the Bush-McCain plan to dump nuclear waste in Nevada. Instead, it will breathe life into more litigation against this terrible project.

The EPA has collaborated with the Department of Energy, DOE, to tweak a standard that a Federal court of appeals threw out in 2001 because it failed to comply with the Energy Policy Act of 1992 and would have left Nevadans dangerously unprotected against radioactive contamination. If the repository at Yucca Mountain was ever actually built, the DOE does not deny that water infiltration would eventually corrode nuclear waste packages and radioactive activity will inevitably leak into Nevada's ground water. Instead of working to protect Nevadans from a public health catastrophe, this scandal-ridden EPA has chosen to simply make the rules more lenient so DOE can legally dump waste less than 100 miles outside of Las Vegas. This is unacceptable.

Instead of working to protect the health and safety of Nevadans, EPA and DOE are casting science aside in an attempt to get the nuclear waste dump approved. Instead of warring against science, I side with Nevadans and experts who support safe and attainable solutions to our Nation's nuclear

waste. That is why I am working with Senator ENSIGN to keep nuclear waste on-site at the powerplants where it is produced in secure dry cask storage containers that are approved by the Nuclear Regulatory Commission. This plan is safer, more cost effective, and will give us at least a century to find a more permanent solution to nuclear waste.

RULE XLIV COMPLIANCE

Mr. BINGAMAN. Mr. President, there are over 150 public land bills on the Senate calendar that have been reported from the Committee on Energy and Natural Resources during the 110th Congress, for which we have not been able to get unanimous consent to take up and pass. In an effort to try to facilitate their consideration by the Senate in the limited time remaining in this session, I have assembled them into a single amendment, SA 5662, to the Monongahela National Forest Wilderness Bill, H.R. 5151. I filed the amendment last Friday, September 26, and it has been printed in the RECORD at S9731-S9840.

Paragraph 4 of rule XLIV of the Standing Rules of the Senate provides that

If during consideration of a bill, . . . a Senator proposes an amendment containing a congressionally directed spending item . . . which was not included in the bill . . . as placed on the calendar or as reported by any committee . . . then as soon as practicable, the Senator shall ensure that a list of such items . . . is printed in the CONGRESSIONAL RECORD.

The term "congressionally directed spending item" is broadly defined to include

a provision . . . included primarily at the request of a Senator . . . authorizing . . . a specific amount of discretionary budget authority . . . for . . . expenditure with or to an entity, or targeted to a specific State, locality or Congressional district, other than through a statutory or administrative formula-driven or competitive award process.

Although no Senator has specifically requested me to include a congressionally directed spending item in SA 5662, in the interest of furthering the transparency and accountability of the legislative process, I have posted a list of the specific authorizations in SA 5662 on the Web site of the Committee on Energy and Natural Resources. The list includes the name of the principal sponsors of the Senate bills that have been incorporated in the amendment.

In the hope that the Senate might yet be able to consider this important amendment before we adjourn, I ask unanimous consent that the list be printed in the RECORD in accordance with rule XVIV.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

S.A. 5662—THE OMNIBUS PUBLIC LAND MANAGEMENT ACT OF 2008 TO H.R. 5151 THE WILD MONONGAHELA WILDERNESS ACT

Provisions in Senate Amendment 5662 authorizing appropriations in a specific amount