

S 1958

Rail Passenger Service Improvement Act

Congress: 107 (2001–2003, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Feb 15, 2002

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (Feb 15, 2002)

Official Text: <https://www.congress.gov/bill/107th-congress/senate-bill/1958>

Sponsor

Name: Sen. McCain, John [R-AZ]

Party: Republican • **State:** AZ • **Chamber:** Senate

Cosponsors

No cosponsors are listed for this bill.

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Feb 15, 2002

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Summary (as of Feb 15, 2002)

Rail Passenger Service Improvement Act - Requires the Secretary of Transportation to create an Office of Rail Passenger Development and Franchising to provide advice and support to the Secretary and the Federal Railroad Administrator on: (1) administration of rail passenger franchising responsibilities; and (2) undertaking capital improvements to the Northeast Corridor as authorized under this Act.

Transfer from Amtrak to the Secretary or to an intercity rail passenger operator acting pursuant to a franchise granted by the Secretary, responsibility for making and implementing agreements with rail carriers or regional transportation facilities for facilities use.

Requires the National Railroad Passenger Corporation (Corporation) to establish the following subsidiaries within one year: Amtrak Operations; Amtrak Maintenance; and Intercity Rail Reservations. Provides for: (1) the privatization of such subsidiary corporations through the sale of common stock; and (2) limited Amtrak operations from the beginning of FY 2003 until the stock sale. Requires: (1) development of a procedure to identify avoidable costs of Amtrak routes and services; and (2) annual Amtrak estimates of such costs.

Requires the Corporation, before receiving any Federal rail programs funds, to transfer title to the Northeast Corridor to the Secretary. Authorizes the Secretary to undertake certain Corridor capital improvements.

Establishes the Amtrak Financial Responsibility and Management Assistance Authority (Amtrak Control Board) to: (1) seek Amtrak operational and management efficiencies and direct Amtrak implementation of such efficiencies; and (2) promote options to improve Amtrak's financial condition and operational structure in order to enable Amtrak to be privatized within four years after enactment of this Act. Requires the Amtrak Reform Board, during the period prior to privatization, to develop and submit annually to the Control Board an Amtrak financial plan and budget. Requires: (1) Amtrak activities to be reviewed to ensure compliance with each plan and budget; and (2) annual Amtrak funding to be deposited with the Control Board for allocation. Authorizes the Control Board to provide specified assistance to Amtrak to achieve financial stability and management efficiency.

Authorizes a State to use Federal highway trust funds to provide intercity rail passenger transportation service.

Provides funding to Amtrak for rail passenger security upgrades, including additional requirements resulting since September 11, 2001.

Actions Timeline

- **Feb 15, 2002:** Introduced in Senate
- **Feb 15, 2002:** Sponsor introductory remarks on measure. (CR S898-900)
- **Feb 15, 2002:** Read twice and referred to the Committee on Commerce, Science, and Transportation.