

HR 2726

National Defense Rail Act

Congress: 108 (2003–2005, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Jul 15, 2003

Current Status: Referred to the Subcommittee on Railroads.

Latest Action: Referred to the Subcommittee on Railroads. (Jul 16, 2003)

Official Text: <https://www.congress.gov/bill/108th-congress/house-bill/2726>

Sponsor

Name: Rep. Carson, Julia [D-IN-7]

Party: Democratic • **State:** IN • **Chamber:** House

Cosponsors (10 total)

Cosponsor	Party / State	Role	Date Joined
Del. Norton, Eleanor Holmes [D-DC-At Large]	D · DC		Jul 15, 2003
Rep. Davis, Danny K. [D-IL-7]	D · IL		Jul 15, 2003
Rep. Frank, Barney [D-MA-4]	D · MA		Jul 15, 2003
Rep. Jackson-Lee, Sheila [D-TX-18]	D · TX		Jul 15, 2003
Rep. Lee, Barbara [D-CA-9]	D · CA		Jul 15, 2003
Rep. McDermott, Jim [D-WA-7]	D · WA		Jul 15, 2003
Rep. McIntyre, Mike [D-NC-7]	D · NC		Jul 15, 2003
Rep. Owens, Major R. [D-NY-11]	D · NY		Jul 15, 2003
Rep. Payne, Donald M. [D-NJ-10]	D · NJ		Jul 15, 2003
Rep. Evans, Lane [D-IL-17]	D · IL		Oct 8, 2004

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Jul 16, 2003

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
108 S 104	Companion bill	Jan 7, 2003: Read twice and referred to the Committee on Commerce, Science, and Transportation.

National Defense Rail Act - Requires studies or assessments of: (1) security risks associated with freight and intercity passenger rail transportation; (2) security priorities; (3) rail crossing delay security issues; (4) existing rail safety regulations; (5) foreign rail transport security programs; and (6) the feasibility of passenger, baggage, and cargo screening.

Directs the Secretary of Transportation to: (1) establish a national high-speed ground transportation policy; and (2) provide 100 percent financial assistance to develop and implement high-speed rail corridors according to designated priorities, including the elimination of hazards of high-speed railway-highway crossings.

Requires such projects to comply with Buy American and competitive bidding requirements, and specified labor standards, including the prevailing wage requirements of the Davis-Bacon Act.

Defines the national rail passenger transportation system. Authorizes Amtrak to operate an intercity rail service or route not included in such system. Declares that nothing in this Act is intended to preclude Amtrak from restoring, improving, or developing non-high-speed intercity passenger rail service. Repeals the requirement that Amtrak be self-sufficient. Authorizes additional appropriations for Amtrak for retirement of principal and interest on its debt service, and for improving accessibility for the elderly and people with disabilities, including compliance with environmental regulations. Authorizes appropriations for the Northeast Corridor, long and short distance trains, and State-supported routes.

Directs the Secretary to re-establish the Northeast Corridor Safety Committee. Revises requirements concerning the Amtrak board of directors. Requires an independent audit of Amtrak operations and the development of a five-year financial plan.

Revises requirements of the Railroad Revitalization and Regulatory Reform Act of 1976 concerning loans and loan guarantees.

Directs the Secretary to establish a rail passenger cooperative research program, including an advisory board.

Actions Timeline

- **Jul 16, 2003:** Referred to the Subcommittee on Railroads.
- **Jul 15, 2003:** Introduced in House
- **Jul 15, 2003:** Introduced in House
- **Jul 15, 2003:** Referred to the House Committee on Transportation and Infrastructure.