

HR 4576

To require the Secretary of Transportation to establish and implement a fatigue management plan, and for other purposes.

Congress: 113 (2013–2015, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: May 6, 2014

Current Status: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Latest Action: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials. (May 7, 2014)

Official Text: <https://www.congress.gov/bill/113th-congress/house-bill/4576>

Sponsor

Name: Rep. DeLauro, Rosa L. [D-CT-3]

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

Cosponsors (9 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Esty, Elizabeth H. [D-CT-5]	D · CT		May 6, 2014
Rep. Himes, James A. [D-CT-4]	D · CT		May 6, 2014
Rep. Maloney, Sean Patrick [D-NY-18]	D · NY		May 6, 2014
Del. Norton, Eleanor Holmes [D-DC-At Large]	D · DC		May 19, 2014
Rep. Kirkpatrick, Ann [D-AZ-1]	D · AZ		May 19, 2014
Rep. Lowenthal, Alan S. [D-CA-47]	D · CA		Jun 12, 2014
Rep. Kaptur, Marcy [D-OH-9]	D · OH		Jul 17, 2014
Rep. Ellison, Keith [D-MN-5]	D · MN		Jul 22, 2014
Rep. Peterson, Collin C. [D-MN-7]	D · MN		Jul 23, 2014

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	May 7, 2014

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Directs the Secretary of Transportation (DOT) to issue regulations to ensure that all controlling locomotives operated at speeds exceeding 25 miles mph, regardless of when the locomotive is placed in service for the first time, are equipped with a functioning alerter.

Directs the Secretary to require all railroad carriers to establish and implement a fatigue management plan that identifies and evaluates any fatigue related railroad safety hazards on its system and to determine the degree of risk associated with each hazard.

Directs the Secretary biannually to require any railroad carrier implementing a positive train control system to report to the Secretary on the progress of the implementation.

Requires the Secretary to issue regulations to require that on-track safety programs include requiring implementation of redundant signal protection, such as shunting, for maintenance-of-way work crews who depend on a train dispatcher to provide signal protection.

Instructs the Secretary to ensure that railroad carriers provide railroad employees with predictable and defined work and rest schedules.

Actions Timeline

- **May 7, 2014:** Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
- **May 6, 2014:** Introduced in House
- **May 6, 2014:** Referred to the House Committee on Transportation and Infrastructure.