

HR 5575

Peaceful Learning Act of 2014

Congress: 113 (2013–2015, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Sep 18, 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. (Sep 19, 2014)

Official Text: <https://www.congress.gov/bill/113th-congress/house-bill/5575>

Sponsor

Name: Rep. Crowley, Joseph [D-NY-14]

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

Cosponsors (4 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Meeks, Gregory W. [D-NY-5]	D · NY		Sep 18, 2014
Rep. Nadler, Jerrold [D-NY-10]	D · NY		Sep 18, 2014
Rep. Rangel, Charles B. [D-NY-13]	D · NY		Sep 18, 2014
Rep. Serrano, Jose E. [D-NY-15]	D · NY		Nov 12, 2014

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Sep 19, 2014

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Peaceful Learning Act of 2014 - Directs the Secretary of Transportation (DOT) to enter into an agreement with the National Academy of Sciences to study railway noise in the United States.

Requires the Secretary, by regulation, to:

- establish a single system of measuring railway noise that: (1) has a highly reliable relationship between projected railway noise exposure and surveyed reactions of individuals to noise, and (2) is applied uniformly in measuring railway noise near urbanized areas;
- establish a single system for determining the exposure of individuals to railway noise in urbanized areas; and
- determine, based on the study findings, minimum standards for railway noise levels on the property of a school located in an urbanized area.

Requires each rail operator to submit to DOT a noise exposure map showing any areas of nonconforming railway noise levels (based on such standards) that: (1) adversely impact a school located in an urbanized area, and (2) are caused by operations of the rail operator.

Authorizes a rail operator that submitted a noise exposure map to DOT also to submit a noise compatibility program.

Authorizes the Secretary to incur obligations to make grants to specified entities for up to 80% of the costs of carrying out a project under an approved noise compatibility program.

Bars admission of a noise exposure map and related information into evidence, or their use for any other purpose, in a civil action asking for relief for noise resulting from the operation of a fixed rail public transportation facility.

Actions Timeline

- **Sep 19, 2014:** Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials.
- **Sep 18, 2014:** Introduced in House
- **Sep 18, 2014:** Referred to the House Committee on Transportation and Infrastructure.