

S 1451

RAILS Act

Congress: 115 (2017–2019, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Jun 28, 2017

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. (Jun 28, 2017)

Official Text: <https://www.congress.gov/bill/115th-congress/senate-bill/1451>

Sponsor

Name: Sen. Fischer, Deb [R-NE]

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

Cosponsors

No cosponsors are listed for this bill.

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Jun 28, 2017

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Railroad Advancement of Innovation and Leadership with Safety Act or the RAILS Act

This bill seeks to promote alternative approaches to railroad safety through self-regulation.

Specifically, the Department of Transportation (DOT) shall:

- before proposing or adopting a rule, consider an approach that specifies performance objectives rather than identifies or requires the specific manner of compliance that a regulated entity must adopt;
- before issuing a proposed rule, publish an advance notice of proposed rulemaking unless the proposed rule is not likely to result in a "significant rule" (i.e., a rule that has an annual effect on the economy of \$100 million or more or meets other specified criteria);
- before issuing any proposed rule or final rule, conduct a regulatory impact analysis to evaluate the proposed rule or final rule;
- by June 1, 2019, and at least every five years thereafter, complete a comprehensive review of the regulations, orders, and guidance documents issued; and
- include, in each significant rule prescribed on or after December 31, 2017, a framework for assessing the rule's effects.

DOT may waive compliance with any part of a regulation prescribed or order issued if the waiver: (1) is in the public interest; (2) requires the recipient to adopt an alternative technology, practice, or system that could achieve a level of safety equivalent to or greater than that which would be obtained in the absence of the waiver; and (3) includes a DOT-approved evaluation framework.

Actions Timeline

- **Jun 28, 2017:** Introduced in Senate
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