

## 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

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