

HR 769

All Aboard Act

Congress: 119 (2025–2027, Current)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: Jan 28, 2025

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

Latest Action: Referred to the Subcommittee on Railroads, Pipelines, and Hazardous Materials. (Jan 29, 2025)

Official Text: <https://www.congress.gov/bill/119th-congress/house-bill/769>

Sponsor

Name: Rep. Gottheimer, Josh [D-NJ-5]

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

Cosponsors (2 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Kean, Thomas H. [R-NJ-7]	R · NJ		Jan 28, 2025
Rep. Fitzpatrick, Brian K. [R-PA-1]	R · PA		Mar 11, 2025

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Jan 29, 2025

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

All Aboard Act

This bill requires Amtrak to issue refunds to rail passengers for the purchase price of rail passenger transportation that is cancelled or delayed due to a failure of Amtrak.

Specifically, the Department of Transportation (DOT) must issue regulations requiring Amtrak to issue full refunds to passengers for the purchase price of the covered rail passenger transportation if there is a cancellation or a delay of more than three hours in the journey completion time that is due to a failure of Amtrak.

Under the bill, *covered rail passenger transportation* means (1) rail passenger transportation provided by, or on behalf of, Amtrak; or (2) commuter rail passenger transportation that travels over Amtrak-owned rails, regardless of whether it is provided by Amtrak or other rail carriers.

The regulations must include procedures for (1) determining if a cancellation or delay is due to a failure of Amtrak, and (2) Amtrak to dispute that a cancellation or delay is subject to the refund requirements.

The bill prohibits Amtrak from receiving federal funds for any period during which DOT determines that Amtrak is noncompliant with these requirements.

Amtrak must submit a report to Congress on alternative asset maintenance strategies to replace the *run-to-fail maintenance model* (i.e., using passenger rail equipment and infrastructure until it no longer works or exceeds its estimated lifespan), including the cost of the strategies. Within two years of this bill's enactment, Amtrak must (1) stop using a run-to-fail maintenance model, and (2) implement a new asset maintenance strategy.

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