

119TH CONGRESS
2^D SESSION

H. R. 7784

To amend title 49, United States Code, to establish requirements regarding visual and automated track inspections, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MARCH 4, 2026

Ms. TITUS introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 49, United States Code, to establish requirements regarding visual and automated track inspections, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Secure Tracks Act”.

5 **SEC. 2. TRACK INSPECTIONS.**

6 (a) IN GENERAL.—Subchapter II of chapter 201 of
7 title 49, United States Code, is amended by adding at the
8 end the following:

1 **“§ 20172. Visual and automated track inspection re-**
2 **quirements**

3 “(a) MINIMUM FREQUENCY FOR VISUAL TRACK IN-
4 SPECTIONS.—All main line track designated for operation
5 at Class 3 track speeds or higher under section 213.9 of
6 title 49, Code of Federal Regulations, as in effect on Janu-
7 ary 1, 2026, shall be subject to visual inspection by a
8 qualified inspector not less frequently than twice each
9 week, with at least 1 calendar day between each inspec-
10 tion.

11 “(b) IMMEDIATE REMEDIATION OF SAFETY DE-
12 FECTS.—Any defect or unsafe condition identified by any
13 inspection, detection, or monitoring method shall be cor-
14 rected, protected, or removed from service immediately
15 upon detection, consistent with the requirements of part
16 213 of title 49, Code of Federal Regulations, as in effect
17 on January 1, 2026.

18 “(c) REMEDIATION BY QUALIFIED PERSON.—If a
19 qualified inspector making a track inspection under this
20 section finds a deviation from the requirements of part
21 213 of title 49, Code of Federal Regulations, as in effect
22 on January 1, 2026, the qualified inspector shall—

23 “(1) immediately initiate remedial action; and

24 “(2) have the sole authority to authorize any
25 subsequent movements to facilitate repairs on track
26 that is out of service.

1 “(d) PROHIBITION ON GRANTING WAIVERS THAT
2 REDUCE SAFETY COVERAGE.—Notwithstanding any
3 other provision of law, including section 20103 of this
4 title, the Secretary of Transportation may not grant a
5 waiver, exemption, or modification of any safety regulation
6 issued under chapter II of subtitle B of title 49, Code of
7 Federal Regulations, as in effect on January 1, 2026, if
8 the proposed alternative inspection, detection, or moni-
9 toring method fails to identify or detect all defect condi-
10 tions defined or recognized as unsafe under applicable
11 Federal Railroad Administration regulations.

12 “(e) AUTOMATED TRACK INSPECTION REQUIRE-
13 MENTS.—Not later than 1 year after the date of the enact-
14 ment of this section, the Secretary shall update subparts
15 F and G of part 213 of title 49, Code of Federal Regula-
16 tions, to require that a Track Geometry Measurement Sys-
17 tem operate over the following track classifications at the
18 following frequencies and be subject to the following re-
19 quirements regarding TGMS inspections:

20 “(1) For operations at a qualified cant defi-
21 ciency (Eu) of more than 5 inches on Classes 1
22 through 5 track, at least 4 times per calendar year,
23 with at least 43 days elapsing between TGMS in-
24 spections.

1 “(2) For Class 1 track operating more than
2 15,000,000 gross tons annually, at least once per
3 calendar year, with at least 170 days elapsing be-
4 tween TGMS inspections.

5 “(3) For Class 2 track—

6 “(A) operating 15,000,000 or fewer gross
7 tons annually, at least once per calendar year,
8 with at least 170 days elapsing between TGMS
9 inspections; and

10 “(B) operating more than 15,000,000
11 gross tons annually, at least twice per calendar
12 year, with at least 120 days elapsing between
13 TGMS inspections.

14 “(4) For Class 3 track—

15 “(A) operating 15,000,000 or fewer gross
16 tons annually, at least twice per calendar year,
17 with at least 120 days elapsing between TGMS
18 inspections; and

19 “(B) operating more than 15,000,000
20 gross tons annually, at least 3 times per cal-
21 endar year, with at least 90 days elapsing be-
22 tween TGMS inspections.

23 “(5) For Class 4 track—

24 “(A) operating 15,000,000 or fewer gross
25 tons annually, at least 3 times per calendar

1 year, with at least 90 days elapsing between
2 TGMS inspections; and

3 “(B) operating more than 15,000,000
4 gross tons annually, at least 4 times per cal-
5 endar year, with at least 43 days elapsing be-
6 tween TGMS inspections.

7 “(6) For Class 5 track, at least 4 times per cal-
8 endar year, with at least 43 days elapsing between
9 TGMS inspections.

10 “(7) For Class 6 and Class 7 track, at least
11 twice during any 120-day period, with at least 25
12 days elapsing between TGMS inspections.

13 “(8) For Class 8 track, at least twice during
14 any 60-day period, with at least 12 days elapsing be-
15 tween TGMS inspections.

16 “(9) For Class 9 track, at least twice during
17 any 30-day period, with at least 6 days elapsing be-
18 tween TGMS inspections.

19 “(10) For crossovers where the track speed is
20 more than 30 miles per hour, at least twice per cal-
21 endar year, with at least 120 days elapsing between
22 TGMS inspections.

23 “(f) FIXING DEVIATION REQUIREMENTS.—Not later
24 than 1 year after the date of the enactment of this section,
25 the Secretary shall update part 213 of title 49, Code of

1 Federal Regulations, as in effect on January 1, 2026, to
2 require that when any inspection, whether done by a quali-
3 fied inspector or by a machine (including a TGMS ma-
4 chine), finds a deviation from the requirements of this
5 part, the qualified inspector or other authorized personnel
6 shall immediately remediate the deviation in accordance
7 with such part.

8 “(g) APPLICABLE REQUIREMENTS.—The Secretary
9 shall ensure that any requirements of subparts F and G
10 of part 213 of title 49, Code of Federal Regulations, as
11 in effect on January 1, 2026, including section 213.333
12 of such part, generated by an update to the regulations
13 made pursuant to subsection (e) or (f) are applied to the
14 applicable track classification.

15 “(h) DEFINITIONS.—In this section:

16 “(1) CLASS 1 TRACK; CLASS 2 TRACK; CLASS 3
17 TRACK; CLASS 4 TRACK; CLASS 5 TRACK.—The terms
18 ‘Class 1 track’, ‘Class 2 track’, ‘Class 3 track’,
19 ‘Class 4 track’, and ‘Class 5 track’ means Class 1
20 track, Class 2 track, Class 3 track, Class 4 track,
21 and Class 5 track, respectively, as such terms are
22 used in section 213.9(a) of title 49, Code of Federal
23 Regulations, as in effect on January 1, 2026.

24 “(2) MAIN LINE.—The term ‘main line’ has the
25 meaning given such term in section 236.1003 of title

1 49, Code of Federal Regulations, as in effect on
2 January 1, 2026.

3 “(3) QUALIFIED INSPECTOR.—The term ‘quali-
4 fied inspector’ means a person designated as a quali-
5 fied person to inspect track for defects under section
6 213.7(b) of title 49, Code of Federal Regulations, as
7 in effect on January 1, 2026.

8 “(4) TRACK GEOMETRY MEASUREMENT SYS-
9 TEM; TGMS.—The terms ‘Track Geometry Measure-
10 ment System’ and ‘TGMS’ means a Track Geometry
11 Measurement System as such term is used in section
12 213.333 of title 49, Code of Federal Regulations, as
13 in effect on January 1, 2026.”.

14 (b) CLERICAL AMENDMENT.—The analysis for chap-
15 ter 201 of title 49, United States Code, is amended by
16 adding at the end the following:

“20172. Visual and automated track inspection requirements.”.

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