

103^D CONGRESS
2^D SESSION

H. R. 4867

AMENDMENTS

In the Senate of the United States,

August 18, 1994.

Resolved, That the bill from the House of Representatives (H.R. 4867) entitled “An Act to authorize appropriations for high-speed rail transportation, and for other purposes”, do pass with the following

AMENDMENTS:

Strike out all after the enacting clause and insert:

1 ***SECTION 1. SHORT TITLE.***

2 *This Act may be cited as the “High-Speed Ground*
3 *Transportation Development Act of 1994”.*

4 ***SEC. 2. FINDINGS; PURPOSE.***

5 *(a) FINDINGS.—The Congress finds that—*

6 *(1) high-speed rail offers safe and transportation*
7 *in certain densely traveled corridors linking major*
8 *metropolitan areas in the United States;*

9 *(2) high-speed rail may have environmental ad-*
10 *vantages over certain other forms of intercity trans-*
11 *portation;*

12 *(3) Amtrak’s Metroliner service between Wash-*
13 *ington, District of Columbia, and New York, New*
14 *York, the United States premier high-speed rail serv-*
15 *ice, has shown that Americans will use high-speed*
16 *rail when that transportation option is available;*

1 (4) new high-speed rail service should not receive
2 Federal subsidies for operating and maintenance ex-
3 penses;

4 (5) State and local governments should take the
5 prime responsibility for the development and imple-
6 mentation of high-speed rail service;

7 (6) the private sector should participate in fund-
8 ing the development of high-speed rail systems;

9 (7) in some intercity corridors, Federal planning
10 assistance may be required to supplement the funding
11 commitments of State and local governments and the
12 private sector to ensure the adequate planning, in-
13 cluding reasonable estimates of the costs and benefits,
14 of high-speed rail systems;

15 (8) improvement of existing technologies can fa-
16 cilitate the development of high-speed rail systems in
17 the United States; and

18 (9) Federal assistance is required for the im-
19 provement, adaptation, and integration of tech-
20 nologies for commercial application in high-speed rail
21 service in the United States.

22 (b) *PURPOSE.*—The purpose of this Act is to encourage
23 far-sighted State, local, and private efforts in the analysis
24 and planning for high-speed rail systems in appropriate
25 intercity travel corridors.

1 **SEC. 3. NATIONAL HIGH-SPEED RAIL ASSISTANCE PRO-**
2 **GRAM.**

3 (a) *IN GENERAL.*—Part C of subtitle IV of title 49,
4 United States Code (relating to passenger transportation),
5 is amended by adding at the end the following new chapter:

6 **“CHAPTER 251—HIGH-SPEED RAIL ASSISTANCE**

7 **“§ 25101. Corridor planning**

8 “(a) *AUTHORITY.*—The Secretary may provide finan-
9 cial assistance to an applicant, based upon the criteria set
10 forth in subsection (d) of this section, to fund corridor plan-
11 ning under subsection (b)(1) of this section.

12 (b) *ELIGIBLE ACTIVITIES.*—

13 “(1) A corridor planning activity is eligible for
14 financial assistance under subsection (c) if the Sec-
15 retary determines that it is necessary to establish ap-
16 propriate engineering, operational, financial, envi-
17 ronmental, or socioeconomic projections for the estab-
18 lishment of high-speed rail service in the corridor and
19 that it leads toward development of a prudent finan-
20 cial and institution plan for implementation of spe-
21 cific high-speed rail improvements. Eligible corridor
22 planning activities include—

23 “(A) environmental assessments;

24 “(B) feasibility studies emphasizing com-
25 mercial technology improvements or applica-
26 tions;

1 “(C) *Economic analyses, including rider-*
2 *ship, revenue and operating expense forecasting;*

3 “(D) *assessing the impact on rail employ-*
4 *ment of developing high-speed rail corridors;*

5 “(E) *assessing community economic im-*
6 *pacts;*

7 “(F) *interface with State and metropolitan*
8 *area transportation planning and corridor plan-*
9 *ning with other States;*

10 “(G) *operational planning;*

11 “(H) *route selection analyses;*

12 “(I) *preliminary engineering and design;*

13 “(J) *identification of specific improvements*
14 *to a corridor, including electrification, line*
15 *straightening, grade crossing closings, and other*
16 *right-of-way improvements, bridge rehabilitation*
17 *and replacement, use of advanced locomotives*
18 *and rolling stock, ticketing, interface with other*
19 *modes of transportation, parking and other*
20 *means of passenger access, track, signal, station*
21 *and other capital works, and use of intermodal*
22 *terminals;*

23 “(K) *preparation of financing plans and*
24 *prospectuses; and*

25 “(L) *creation of public/private partnerships.*

1 “(2) No financial assistance shall be provided
2 under this section for corridor planning with respect
3 to the main line of the Northeast Corridor, between
4 Washington, District of Columbia, and Boston, Mas-
5 sachusetts.

6 “(c) CORRIDOR PLANNING ASSISTANCE.—

7 “(1) The Secretary may provide under this sub-
8 section financial assistance to an applicant for cor-
9 ridor planning for up to 50 percent of the publicly fi-
10 nanced costs associated with eligible activities.

11 “(2) No less than 20 percent of publicly financed
12 costs associated with eligible activities shall come
13 from State and local sources, which State and local
14 sources cannot include funds from any Federal pro-
15 gram.

16 “(d) CRITERIA FOR DETERMINING FINANCIAL ASSIST-
17 ANCE.—Selection by the Secretary of applicants for finan-
18 cial assistance under this section shall be based on such cri-
19 teria as the Secretary considers appropriate, including—

20 “(A) the relationship or inclusion of the corridor
21 in the Secretary’s national high-speed ground trans-
22 portation policy;

23 “(B) the extent to which the proposed planning
24 focuses on systems which will achieve sustained speeds
25 of 125 miles per hour or greater;

1 “(C) the integration of the corridor into metro-
2 politan area and Statewide transportation planning;

3 “(D) the potential interconnection of the corridor
4 with other parts of the Nation’s transportation sys-
5 tem, including the interconnection with other coun-
6 tries;

7 “(E) the anticipated effect of the corridor on the
8 congestion of other modes of transportation;

9 “(F) whether the work to be funded will aid the
10 efforts of State and local governments to comply with
11 the Clean Air Act;

12 “(G) the past and proposed financial commit-
13 ments and other support of State and local govern-
14 ments and the private sector to the proposed high-
15 speed rail program, including the acquisition of roll-
16 ing stock;

17 “(H) the estimated level of ridership;

18 “(I) the estimated capital cost of corridor im-
19 provements, including the cost of closing, improving,
20 or separating highway-rail grade crossing;

21 “(J) rail transportation employment impacts;

22 “(K) community economic impacts;

23 “(L) the extent to which the projected revenues of
24 the high-speed rail service to be planned, along with
25 any financial commitments of State or local govern-

1 *ments and the private sector, are expected to cover*
2 *capital costs and operating and maintenance ex-*
3 *penses; and*

4 *“(M) whether a route has been selected, specific*
5 *improvements identified, and capacity studies com-*
6 *pleted.*

7 **“§ 25102. High-speed rail technology improvements**

8 *“(a) AUTHORITY.—The Secretary is authorized to un-*
9 *dertake activities for the improvement, adaptation, and in-*
10 *tegration of technologies for commercial application in*
11 *high-speed rail service in the United States.*

12 *“(b) ELIGIBLE RECIPIENTS.—In carrying out activi-*
13 *ties authorized in subsection (a), the Secretary may provide*
14 *financial assistance to any United States private business,*
15 *educational institution located in the United States, State*
16 *or local government or public authority, or agency or the*
17 *Federal Government.*

18 *“(c) CONSULTATION WITH OTHER AGENCIES.—In*
19 *carrying out activities authorized in subsection (a), the Sec-*
20 *retary shall consult with such other governmental agencies*
21 *as may be necessary concerning the availability of appro-*
22 *priate technologies for commercial application in high-*
23 *speed rail service in the United States.*

24 **“§ 25103. Definitions.**

25 *“For purposes of this chapter—*

1 “(1) the term ‘applicant’ means a public agency,
2 or a group of such public agencies, seeking financial
3 assistance under this title;

4 “(2) the term ‘financial assistance’ includes
5 grants, contracts, and cooperative agreements;

6 “(3) the term ‘high-speed rail’ means rail pas-
7 senger transportation expected to reach and maintain
8 speeds of 125 miles per hour or greater;

9 “(4) the term ‘publicly funded costs’ means the
10 costs funded after April 29, 1993, by Federal, State,
11 and local governments;

12 “(5) the term ‘State’ means any of the several
13 States, the District of Columbia, Puerto Rico, the
14 Northern Mariana Islands, the Virgin Islands, Guam,
15 American Samoa, and any other territory or posses-
16 sion of the United States;

17 “(6) the term ‘United States private business’
18 means a business entity organized under the laws of
19 the United States, or of a State, and conducting sub-
20 stantial business operations in the United States.

21 **“§ 25104. Safety regulations**

22 “The Secretary shall promulgate such safety regula-
23 tions as may be necessary for high-speed rail services.”.

1 **SEC. 4. COLUMBUS AND GREENVILLE RAILWAY.**

2 (a) *REDEMPTION OF OUTSTANDING OBLIGATIONS AND*
3 *LIABILITIES.*—Notwithstanding any other provision of law,
4 the Secretary of Transportation, or the Secretary of the
5 Treasury, if a holder of any of the obligations, shall allow
6 the Delta Transportation Company, doing business as the
7 Columbus & Greenville Railway, to redeem the obligations
8 and liabilities of such company which remain outstanding
9 under sections 505 and 511 of the Railroad Revitalization
10 and Regulatory Reform Act of 1976 (45 U.S.C. 825 and
11 831, respectively).

12 (b) *VALUE.*—For purposes of subsection (a), the value
13 of each of the obligations and liabilities shall be an amount
14 equal to the value established under the Federal Credit Re-
15 form Act of 1990 (2 U.S.C. 661 et seq.).

16 **SEC. 5. AUTHORIZATION OF APPROPRIATIONS.**

17 (a) *AUTHORIZATION FOR FISCAL YEAR 1995.*—There
18 is authorized to be appropriated to the Secretary of Trans-
19 portation \$29,000,000 for financial assistance authorized
20 under sections 25101 and 25102 of title 49, United States
21 Code.

22 (b) *AUTHORIZATION FOR FISCAL YEAR 1996.*—There
23 is authorized to be appropriated to the Secretary—

24 (1) \$40,000,000 for financial assistance author-
25 ized under section 25101 of title 49, United States
26 Code; and

1 (2) \$30,000,000 for financial assistance author-
2 ized under section 25102 of title 49, United States
3 Code.

4 (c) *AUTHORIZATIONS FOR FISCAL YEAR 1997.*—There
5 is authorized to be appropriated to the Secretary of Trans-
6 portation—

7 (1) \$40,000,000 for financial assistance author-
8 ized under section 25101 of title 49, United States
9 Code; and

10 (2) \$30,000,000 for financial assistance author-
11 ized under section 25102 of title 49, United States
12 Code.

13 (d) *ADMINISTRATIVE EXPENSES OF SECRETARY.*—Of
14 the amounts authorized to be appropriated under sub-
15 sections (a), (b) and (c), the Secretary of Transportation
16 may reserve the funds necessary for payment of the admin-
17 istrative expenses incurred by the Secretary in carrying out
18 the Secretary's responsibilities under chapter 251 of title
19 49, United States Code.

1 (e) *FUNDS TO REMAIN AVAILABLE.—Funds made*
2 *available under this section shall remain available until ex-*
3 *pended.*

Amend the title so as to read: “An Act to authorize appropriations for high-speed ground transportation, and for other purposes.”.

Attest:

Secretary.