

Calendar No. 337

103D CONGRESS
1ST SESSION

S. 839

[Report No. 103-208]

A BILL

To establish a program to facilitate development of high-speed rail transportation in the United States, and for other purposes.

NOVEMBER 23, 1993

Reported with an amendment

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To establish a program to facilitate development of high-speed rail transportation in the United States, and for other purposes.

IN THE SENATE OF THE UNITED STATES

APRIL 28 (legislative day, APRIL 19), 1993

Mr. HOLLINGS (for himself, Mr. EXON, and Mr. LAUTENBERG) (by request) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

NOVEMBER 23, 1993

Reported by Mr. HOLLINGS, with an amendment

[Strike out all after the enacting clause and insert the part printed in italic]

A BILL

To establish a program to facilitate development of high-speed rail transportation in the United States, 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 ~~That this Act may be cited as the “High-Speed Rail Devel-~~
- 4 ~~opment Act of 1993”.~~

1 **SEC. 2. FINDINGS.**

2 The Congress finds that—

3 (1) ~~high-speed rail passenger transportation~~
4 ~~(high-speed rail)~~ may offer a safe and efficient alter-
5 native to aviation and motor vehicle travel for inter-
6 city transportation in certain corridors linking major
7 metropolitan areas in the United States;

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

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

17 (4) ~~high-speed rail~~ may help relieve congestion
18 experienced in densely traveled corridors;

19 (5) ~~high-speed rail~~ should be developed in those
20 intercity corridors where such service is appropriate;

21 (6) ~~new high-speed rail service~~ should not re-
22 ceive Federal subsidies for operating and mainte-
23 nance expenses;

24 (7) the States and localities should take the
25 prime responsibility for the implementation of high-
26 speed rail service;

1 (8) the private sector should participate in
2 funding the development of meritorious high-speed
3 rail systems;

4 (9) in some intercity corridors, Federal finan-
5 cial capital assistance is required to supplement the
6 financial commitments of State and local govern-
7 ments and the private sector to ensure the develop-
8 ment of the infrastructure required by meritorious
9 high-speed rail systems;

10 (10) new technologies can facilitate the develop-
11 ment of high-speed rail in the United States;

12 (11) the development of these technologies can
13 expand the competitiveness of United States indus-
14 try in the development of high-speed rail systems in
15 this country and overseas; and

16 (12) Federal assistance is required for research,
17 development and demonstration of these tech-
18 nologies.

19 **SEC. 3. NATIONAL HIGH-SPEED RAIL ASSISTANCE PRO-**
20 **GRAM.**

21 The Railroad Revitalization and Regulatory Reform
22 Act of 1976 (45 U.S.C. 801 et seq.) is amended by adding
23 at the end thereof the following:

1 ~~“TITLE X—HIGH SPEED RAIL ASSISTANCE~~

2 ~~“SEC. 1001. DESIGNATION OF CORRIDORS.~~

3 ~~“(a) The Secretary is authorized to designate as a~~
4 ~~high-speed rail corridor (HSR Corridor) any corridor that~~
5 ~~serves two or more major metropolitan areas in the United~~
6 ~~States where the Secretary determines that high-speed rail~~
7 ~~offers the potential for cost effective intercity public trans-~~
8 ~~portation as part of the Nation’s transportation system.~~

9 ~~“(b) Designations made by the Secretary under sub-~~
10 ~~section (a) of this section shall be in response to a petition~~
11 ~~from the Governor(s) of a State or States that substan-~~
12 ~~tially encompass the proposed corridor.~~

13 ~~“(c) Any petition submitted pursuant to subsection~~
14 ~~(b) of this section shall include such information as the~~
15 ~~Secretary determines to be necessary to evaluate the mer-~~
16 ~~its of that corridor, including designation of a public agen-~~
17 ~~cy to be responsible for coordination of activities under~~
18 ~~this title and legally able to enter into financial assistance~~
19 ~~agreements under sections 1002(c) and 1003(a) of this~~
20 ~~title.~~

21 ~~“(d) A decision by the Secretary to designate a HSR~~
22 ~~Corridor under subsection (a) of this section shall be based~~
23 ~~on such criteria as the Secretary deems appropriate, in-~~
24 ~~cluding—~~

1 “(1) the integration of the HSR Corridor into
2 Statewide and metropolitan area transportation
3 planning undertaken pursuant to sections 134 and
4 135 of title 23, United States Code, and;

5 “(2) the interconnection of the proposed high-
6 speed rail service with other parts of the Nation’s
7 transportation system, including the relationship of
8 the proposed service to multimodal terminals;

9 “(3) the support and participation in the pro-
10 posed development of the HSR Corridor of the cities
11 which it would serve;

12 “(4) the effect of the proposed high-speed rail
13 service on the congestion of other modes of transpor-
14 tation;

15 “(5) the financial commitments of the State
16 and local governments and the private sector to de-
17 velopment of high-speed rail service;

18 “(6) the effect of the proposed service on State
19 and local governments’ efforts to attain compliance
20 with the Clean Air Act;

21 “(7) the anticipated level of ridership;

22 “(8) the estimated capital cost of the proposed
23 system;

24 “(9) the ability of the projected revenues of the
25 proposed service, including any financial commit-

1 ments of the State or local governments, to cover
2 capital costs and operating and maintenance ex-
3 penses;

4 “(10) the support of any owners and operators
5 of existing rail facilities proposed for improvement in
6 developing high-speed rail service;

7 “(11) if a State proposes to develop the HSR
8 Corridor through the award of a franchise to con-
9 struct and operate a proposed high-speed rail sys-
10 tem, the award and active implementation of such a
11 franchise and the involvement and support of the
12 holders of that franchise; and

13 “(12) the effect of the proposed high-speed rail
14 service on other transportation services in operation
15 or under development.

16 “(e) The Secretary shall, upon application of the
17 governor(s) of a State or States, designate as a HSR Cor-
18 ridor any intercity rail corridor designated as a high-speed
19 rail corridor by the Secretary under section 1010 of the
20 Intermodal Surface Transportation Efficiency Act of 1991
21 (23 U.S.C. 104(d)(2)).

22 “(f) The Secretary shall designate as a HSR Corridor
23 any intercity rail corridor, other than the mainline of the
24 corridor improved under title VII of this Act, that includes
25 a significant segment where regularly scheduled rail pas-

1 senger service operates at speeds in excess of 100 miles
 2 per hour on the date of enactment of the High-Speed Rail
 3 Development Act of 1993, upon application of the
 4 Governor(s) of the State or States in which such corridor
 5 is located.

6 **~~“SEC. 1002. CORRIDOR MASTER PLAN.~~**

7 ~~“(a) A public agency designated under subsection~~
 8 ~~1001(c) of this title and seeking financial assistance for~~
 9 ~~development of a HSR Corridor designated by the Sec-~~
 10 ~~retary and eligible for funding under section 1003 of this~~
 11 ~~title shall prepare and submit to the Secretary a corridor~~
 12 ~~master plan for that corridor.~~

13 ~~“(b) The corridor master plan prepared under sub-~~
 14 ~~section (a) of this section shall identify a coordinated pro-~~
 15 ~~gram of improvements to permit the establishment of~~
 16 ~~high-speed rail service in the corridor, including those im-~~
 17 ~~provements necessary to achieve high-speed service and~~
 18 ~~not eligible for financial assistance under section 1003(c)~~
 19 ~~of this title. Such plan shall include—~~

20 ~~“(1) identification of how the proposed high-~~
 21 ~~speed rail service relates to the statewide and metro-~~
 22 ~~politan area transportation plans for the affected~~
 23 ~~State(s) and metropolitan areas;~~

24 ~~“(2) identification of the specific elements that~~
 25 ~~comprise the program to achieve the high-speed~~

1 service, including their estimated costs, schedules,
2 timing and relationship with other projects and how
3 these elements fit into a plan to achieve high-speed
4 service;

5 “(3) identification of the transportation benefits
6 that would be derived from each element including
7 reductions in trip times and increases in average
8 speeds and top speeds;

9 “(4) identification of specific improvements that
10 comprise each element, the eligibility of such im-
11 provements for financial assistance under section
12 1003(c) of this title, and a proposed allocation of fi-
13 nancial responsibility for specific improvements, in-
14 cluding proposed sources of funding;

15 “(5) identification of anticipated levels of rider-
16 ship and projections of revenues and expenses asso-
17 ciated with the proposed high-speed rail service when
18 completed and for each major increment undertaken
19 to achieve high-speed service including estimates of
20 any operating subsidies that would be required and
21 the sources of such subsidies;

22 “(6) an operating plan for the project, as de-
23 signed, identifying the proposed schedule and fre-
24 quency of the proposed high-speed service and show-

1 ing the coordination of the service with any other
2 rail operations on the corridor; and

3 ~~“(7) such other information as may be required~~
4 by the Secretary.

5 ~~“(c) The Secretary is authorized to enter into an~~
6 agreement with the public agency preparing a corridor
7 master plan to fund up to 80 percent of the eligible costs
8 associated with preparation of such plan; *Provided, how-*
9 *ever,* That at least 20 percent of such eligible costs shall
10 be funded with State or local funds. Eligible costs associ-
11 ated with preparation of a corridor master plan shall in-
12 clude design, environmental and route selection analysis,
13 preliminary engineering necessary to support such analy-
14 ses, and any other analyses that the Secretary determines
15 are required to prepare such a plan.

16 ~~“(e) An action by the Secretary under this section~~
17 shall not constitute a commitment to fund any element
18 or improvement contained in such corridor master plan.

19 **“SEC. 1003. FINANCIAL ASSISTANCE FOR HIGH-SPEED RAIL**
20 **CORRIDORS.**

21 ~~“(a) The Secretary may enter into a financial assist-~~
22 ance agreement with a public agency designated under
23 subsection 1001(c) of this title to fund eligible improve-
24 ments to the infrastructure of a HSR Corridor designated
25 under section 1001(a) of this title for the purpose of facili-

1 tating the development of high-speed rail service; *Pro-*
 2 *vided; however,* That no financial assistance shall be pro-
 3 vided under this title for improvements to the main line
 4 of a corridor improved under title VII of this Act, or for
 5 improvements to a corridor in a State where the State by
 6 law, regulation, or order prohibits the use of State and/
 7 or local funds for the construction and/or operation of
 8 such improvements.

9 “(b) The Secretary shall establish appropriate terms,
 10 conditions, and procedures for the provision of financial
 11 assistance under this section.

12 “(c) Improvements eligible for financial assistance
 13 under subsection (a) of this section shall be those improve-
 14 ments to the infrastructure of an HSR Corridor, other
 15 than the acquisition of rolling stock, that are necessary
 16 to facilitate the development of high-speed service and that
 17 are not eligible for funding under other Federal transpor-
 18 tation programs, and which include—

19 “(1) final engineering and design;

20 “(2) site specific environmental analyses;

21 “(3) acquisition of right-of-way and related
 22 property;

23 “(4) acquisition, construction, rehabilitation or
 24 replacement of roadbed, structures, track, guideway,
 25 signal and communications systems, electric traction

1 systems, propulsion or guidance systems incor-
2 porated as part of a guideway, maintenance-of-way
3 facilities, maintenance-of-equipment facilities, pri-
4 vate highway-rail grade crossings (including pay-
5 ments to property owners to close crossings where
6 appropriate) not eligible for funding under sections
7 130 and 133(b)(4) of title 23, United States Code,
8 those portions of terminals and stations directly re-
9 lated to the operation of the high-speed rail intercity
10 service, and environmental mitigation associated
11 with development of high-speed rail service.

12 “(d) An agreement may not be entered into under
13 subsection (a) of this section unless it provides for the
14 completion of at least an element of a program to achieve
15 high-speed rail service, including portions thereof not eligi-
16 ble for financial assistance under subsection (c) of this
17 section.

18 “(e) In entering into any agreement to provide finan-
19 cial assistance under subsection (a) of this section, the
20 Secretary shall ensure that such agreement includes the
21 maximum practicable private funding for any element of
22 a program to achieve high-speed rail service that is the
23 subject of such agreement.

24 “(f) In entering into any agreement to provide finan-
25 cial assistance under subsection (a) of this section, the

1 Secretary may provide financial assistance for up to 80
2 percent of the cost of specific eligible improvements to be
3 funded under the agreement: *Provided, however,* That no
4 less than 20 percent of the cost of such improvements
5 shall be provided by State and/or local funds and that the
6 overall financial assistance provided by the Secretary
7 under the agreement shall not exceed 50 percent of the
8 public share of the element funding. The public share of
9 an element's funding consists of its total cost minus the
10 maximum practicable private funding for such element.

11 “(g) In determining whether to enter into a financial
12 assistance agreement to fund an element of a program to
13 improve a HSR Corridor, the Secretary shall consider how
14 the element to be funded under such agreement meets the
15 criteria identified in subsection 1001(d) of this title; the
16 information contained in the corridor master plan; the
17 transportation benefits to be derived from the element; the
18 level of financial commitments by the State and/or local
19 governments and/or private entities to fund the subject
20 element; commitments by the State and/or local govern-
21 ments and/or private entities to ensure completion of the
22 element; commitments by State and/or local governments
23 to fund any increases in the operating deficit of the Na-
24 tional Railroad Passenger Corporation that result from
25 operation over the HSR Corridor after the element is com-

1 pleted, and such other information that the Secretary
2 deems appropriate.

3 ~~“(h) The Secretary may provide financial assistance~~
4 ~~under subsection (a) of this section for a element not con-~~
5 ~~tained on an approved corridor master plan prepared~~
6 ~~under section 1002 of this title only if a financial assist-~~
7 ~~ance agreement for such improvement is entered into prior~~
8 ~~to 30 months from the date of enactment of the High-~~
9 ~~Speed Rail Development Act of 1993.~~

10 **~~“SEC. 1004. HIGH-SPEED RAIL TECHNOLOGY DEVELOP-~~**
11 **~~MENT.~~**

12 ~~“(a) The Secretary is authorized to undertake re-~~
13 ~~search and development of steel-wheel-on-rail technologies~~
14 ~~for commercial application in high-speed rail service in the~~
15 ~~United States.~~

16 ~~“(b) In carrying out activities authorized in sub-~~
17 ~~section (a) of this section, the Secretary may enter into~~
18 ~~financial assistance agreements with any United States~~
19 ~~private business, educational institution, State or local~~
20 ~~government, public authority or agency of the Federal~~
21 ~~Government.~~

22 **~~“SEC. 1005. DEFINITIONS.~~**

23 ~~“(a) The term ‘high-speed rail’ means rail passenger~~
24 ~~transportation capable of operating at sustained speeds of~~
25 ~~125 miles per hour or greater.~~

1 “(b) The term ‘element’ as used in sections 1002 and
2 1003 of this title means a discrete portion of a program
3 to develop a HSR Corridor that has a demonstrable inter-
4 city ground transportation benefit independent of other
5 improvements to such corridor.

6 “(c) The term ‘State or local funds’ as used in this
7 title means funds generally available to States or local gov-
8 ernments to fund transportation projects excluding any
9 payments or contributions to State and/or local govern-
10 ments or authorities from holders of a franchise or other
11 private parties with an interest in the development or op-
12 eration of the high-speed rail system.

13 “(d) The term ‘financial assistance agreement’ means
14 various forms of arrangements to provide financial assist-
15 ance including grants, contracts or cooperative agree-
16 ments.”.

17 **SEC. 4. AUTHORIZATION OF APPROPRIATIONS.**

18 (a) There are authorized to be appropriated to the
19 Secretary of Transportation for the National High-Speed
20 Rail Assistance Program authorized under sections 1002
21 and 1003 of title X of the Railroad Revitalization and
22 Regulatory Reform Act of 1976, such sums as may be nec-
23 essary for each of fiscal years 1994, 1995, 1996, 1997,
24 and 1998.

1 (b) There are authorized to be appropriated to the
2 Secretary for high-speed rail technology development au-
3 thorized under section 1004 of title X of the Railroad Re-
4 vitalization and Regulatory Reform Act of 1976, such
5 sums as may be necessary for each of fiscal years 1994,
6 1995, 1996, 1997, and 1998.

7 (c) Section 601 of the Rail Passenger Service Act (45
8 U.S.C. 601) is amended by deleting paragraph (a)(1) and
9 inserting in lieu thereof, the following—“There are au-
10 thorized to be appropriated to the Secretary for the benefit
11 of the Corporation for making capital expenditures under
12 title VII of the Railroad Revitalization and Regulatory Re-
13 form Act of 1976 (45 U.S.C. 851 et seq.), such sums as
14 may be necessary for each of fiscal years 1994, 1995,
15 1996, 1997, and 1998.”.

16 (d) Of the amounts authorized to be appropriated
17 under subsections (a) and (b) of this section, the Secretary
18 of Transportation may reserve the funds necessary for
19 payment of the administrative expenses incurred by the
20 Secretary in carrying out the Secretary’s responsibilities
21 under this title.

22 (e) Of the amounts authorized to be appropriated
23 under subsection (a) of this section, the Secretary of
24 Transportation may reserve up to 1 percent for the pur-
25 pose of providing financial assistance to the public agen-

1 cies designated under section 1001(c) and responsible for
 2 coordination of activities under this title on those corridors
 3 designated by the Secretary under section 1001(a). This
 4 financial assistance may provide for up to 80 percent of
 5 costs deemed eligible by the Secretary that are incurred
 6 by the public agencies in carrying out their responsibilities
 7 under such sections 1002 and 1003 of this title; such sums
 8 to be apportioned among the eligible public agencies
 9 through a formula established by the Secretary.

10 (f) Financial assistance provided under subsection (e)
 11 of this section shall be provided only pursuant an agree-
 12 ment between the Secretary and a public agency whose
 13 responsibility encompasses in whole or in part a HSR Cor-
 14 ridor designated as such by the Secretary and eligible for
 15 financial assistance under sections 1002 and 1003 of this
 16 title.

17 (g) Funds made available under this section shall re-
 18 main available until expended.

19 **SECTION 1. SHORT TITLE.**

20 *This Act may be cited as the “High-Speed Ground*
 21 *Transportation Development Act of 1993”.*

22 **SEC. 2. FINDINGS.**

23 *The Congress finds that—*

24 (1) *high-speed rail may offer a safe and efficient*
 25 *complement to existing intercity transportation modes*

1 *in certain densely traveled corridors linking major*
2 *metropolitan areas in the United States.;*

3 *(2) high-speed rail may have environmental ad-*
4 *vantages over certain other forms of intercity trans-*
5 *portation;*

6 *(3) Amtrak's Metroliner service between Wash-*
7 *ington, District of Columbia, and New York, New*
8 *York, the United States premier high-speed rail serv-*
9 *ice, has shown that Americans will use high-speed*
10 *rail when that transportation option is available.*

11 *(4) new high-speed rail service should not receive*
12 *Federal subsidies for operating and maintenance ex-*
13 *penses;*

14 *(5) State and local governments should take the*
15 *prime responsibility for the implementation of high-*
16 *speed rail service;*

17 *(6) the private sector should participate in fund-*
18 *ing the development of high-speed rail systems;*

19 *(7) in some intercity corridors, Federal financial*
20 *capital assistance may be required to supplement the*
21 *financial commitments of State and local govern-*
22 *ments and the private sector to ensure the develop-*
23 *ment of the infrastructure required for high-speed rail*
24 *systems;*

1 (8) *new technologies and, particularly, defense*
 2 *conversion initiatives can facilitate the development*
 3 *of high-speed rail in the United States;*

4 (9) *the development of these technologies can ex-*
 5 *pand the competitiveness of United States industry in*
 6 *this country and overseas; and*

7 (10) *Federal assistance is required for research*
 8 *and development of high-speed rail technologies for*
 9 *commercial application in high-speed rail service in*
 10 *the United States.*

11 **SEC. 3. NATIONAL HIGH-SPEED RAIL ASSISTANCE PRO-**
 12 **GRAM.**

13 *The Railroad Revitalization and Regulatory Reform*
 14 *Act of 1976 (45 U.S.C. 801 et seq.) is amended by adding*
 15 *at the end the following new titles:*

16 “TITLE X—HIGH-SPEED RAIL ASSISTANCE

17 **“SEC. 1001. DESIGNATION OF CORRIDORS**

18 “(a) *PETITION.*—*The Governor or Governors (or the*
 19 *duly authorized officer or officers) of a State or States that*
 20 *substantially encompass a proposed corridor may petition*
 21 *the Secretary for designation under this section.*

22 “(b) *CONTENTS.*—*Any petition submitted pursuant to*
 23 *subsection (a) shall include such information as the Sec-*
 24 *retary determines by regulation to be necessary to evaluate*
 25 *the merits of that corridor. Any such petition shall also des-*

1 *ignate a public agency, for each petitioning State, that is*
 2 *authorized by the State to be responsible for coordination*
 3 *of activities under the high-speed rail program proposed for*
 4 *that corridor, and authorized to receive financial assistance*
 5 *under section 1002 or 1003.*

6 “(c) DETERMINATIONS AND CRITERIA FOR DESIGNA-
 7 TION.—(1) *The Secretary is authorized to designate as a*
 8 *designated corridor any corridor where the Secretary deter-*
 9 *mines that—*

10 “(A) *the high-speed rail service proposed for the*
 11 *corridor offers the potential for cost-effective intercity*
 12 *passenger transportation as part of the Nation’s*
 13 *transportation system; and*

14 “(B) *high-speed rail development will not create*
 15 *unfair competition for existing transportation service*
 16 *in operation or under development in such corridor.*

17 “(2) *Determinations under paragraph (1)(A) and (B)*
 18 *shall be based on such criteria as the Secretary considers*
 19 *appropriate, including—*

20 “(A) *the integration of the designated corridor*
 21 *into metropolitan area and Statewide transportation*
 22 *planning undertaken pursuant to sections 134 and*
 23 *135 of title 23, United States Code;*

24 “(B) *the interconnection of the proposed high-*
 25 *speed rail service with other parts of the Nation’s*

1 *transportation system, including the relationship of*
2 *the proposed service to intermodal terminals;*

3 *“(C) the anticipated effect of the proposed high-*
4 *speed rail service on the congestion of other modes of*
5 *transportation;*

6 *“(D) any adverse impact on existing mass tran-*
7 *sit services and other intercity passenger transpor-*
8 *tation modes in the corridor;*

9 *“(E) the effect of the proposed service on the ef-*
10 *forts of State and local governments to attain compli-*
11 *ance with the Clean Air Act;*

12 *“(F) 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 *“(G) the estimated level of ridership;*

18 *“(H) an evaluation of existing highway-rail*
19 *grade crossings on the corridor that need to be closed*
20 *or separated;*

21 *“(I) the estimated capital cost of the proposed*
22 *service, including the cost of closing or separating*
23 *highway-rail grade crossings in the corridor;*

24 *“(J) the extent to which the projected revenues of*
25 *the proposed service, along with any financial com-*

1 *mitments of State or local governments and the pri-*
2 *vate sector, are expected to cover capital costs and op-*
3 *erating and maintenance expenses; and*

4 *“(K) the level of support and cooperation of any*
5 *owners and operators of existing rail facilities pro-*
6 *posed for improvement in developing the high-speed*
7 *rail service.*

8 *“(d) ADDITIONAL DESIGNATIONS.—(1) The Secretary*
9 *shall, upon the written request of the State or States that*
10 *substantially encompass the proposed corridor, designate as*
11 *a designated corridor—*

12 *“(A) any intercity rail corridor designated as a*
13 *high-speed rail corridor by the Secretary under sec-*
14 *tion 104(d)(2) of title 23, United States Code; or*

15 *“(B) any discrete portion of such a corridor.*

16 *“(2) The Secretary shall, upon the written request of*
17 *the State or States that substantially encompass the pro-*
18 *posed corridor, designate as a designated corridor any*
19 *intercity rail corridor, other than the main line of the*
20 *Northeast Corridor between Washington, District of Colum-*
21 *bia, and Boston, Massachusetts, that includes a substantial*
22 *segment where regularly scheduled rail passenger service op-*
23 *erates at speeds in excess of 100 miles per hour as of the*
24 *date of enactment of the High-Speed Ground Transpor-*
25 *tation Development Act of 1993.*

1 “(3) Any request under this subsection shall include
 2 the designation of a public agency, for each requesting
 3 State, that is authorized by the State to be responsible for
 4 coordination of activities under the proposed high-speed rail
 5 program, and authorized to receive financial assistance
 6 under section 1002 or 1003.

7 “(e) *ADMINISTRATIVE EXPENSES.*—The Secretary
 8 may provide financial assistance to a public agency des-
 9 ignated under subsection (b) for up to 80 percent of the
 10 administrative expenses incurred by such agency, and de-
 11 termined eligible by the Secretary, in carrying out its re-
 12 sponsibilities in connection with the development of a des-
 13 ignated corridor. The Secretary shall establish a formula
 14 for the allocation of assistance under this subsection.

15 **“SEC. 1002. CORRIDOR MASTER PLANS.**

16 “(a) *REQUIREMENT.*—An applicant shall prepare and
 17 submit to the Secretary, and may periodically amend, a
 18 corridor master plan for a corridor, subject to the approval
 19 of the Secretary.

20 “(b) *CONTENTS.*—A corridor master plan prepared
 21 under subsection (a) shall identify a coordinated program
 22 of improvements to advance the establishment of high-speed
 23 rail service in the corridor, including those improvements
 24 not eligible for financial assistance under this title. Such
 25 plan shall include—

1 “(1) identification of how the proposed high-
2 speed rail service relates to State and metropolitan
3 area transportation plans of the affected States and
4 metropolitan areas;

5 “(2) identification of the specific elements that
6 comprise the program to achieve the high-speed rail
7 service, including their estimated costs, schedules,
8 timing, and relationship with other transportation
9 projects;

10 “(3) identification of the transportation benefits
11 expected to be derived from each element, including
12 reductions in trip times and increases in speeds;

13 “(4) identification of specific improvements that
14 comprise each element, a representation of the extent
15 to which such improvements are eligible for financial
16 assistance under this title, and an identification of all
17 proposed sources of funding for such specific improve-
18 ments;

19 “(5) identification of anticipated levels of rider-
20 ship and projections of revenues and expenses associ-
21 ated with the proposed high-speed rail service when
22 completed and for each element undertaken to achieve
23 high-speed service, including estimates of any operat-
24 ing subsidies that would be required and the sources
25 of such subsidies;

1 “(6) an operating plan identifying the proposed
2 schedule and frequency of the high-speed rail service
3 and the coordination of such service with any other
4 rail operations on the corridor;

5 “(7) identification of specific improvements that
6 will permit sustained operating speeds substantially
7 in excess of 125 miles per hour, including such im-
8 provements as electrification, line straightening, and
9 use of advanced locomotive and rolling stock;

10 “(8) identification of specific enhancements to
11 passenger convenience, including such enhancements
12 as interline ticketing with other modes of transpor-
13 tation, parking and other means of passenger access,
14 and use of intermodal terminals, particularly at air-
15 ports;

16 “(9) consideration of the effect on existing rail
17 passenger service provided in the corridor by the Na-
18 tional Railroad Passenger Corporation; and

19 “(10) such other information as may be required
20 by the Secretary.

21 “(c) *PLAN PREPARATION ASSISTANCE.*—The Sec-
22 retary, by regulation and to the extent the Secretary consid-
23 ers reasonable, may provide financial assistance to an ap-
24 plicant preparing a corridor master plan for up to 50 per-
25 cent of the costs associated with preparation of such plan

1 incurred after the date of enactment of the High-Speed
 2 Ground Transportation Development Act of 1993, including
 3 the costs of design, environmental and route selection analy-
 4 sis, and preliminary engineering necessary to support such
 5 analyses. The Secretary shall not provide financial assist-
 6 ance under this subsection in an amount that exceeds the
 7 amount provided by State and local governments for such
 8 preparation costs.

9 ***“SEC. 1003. FINANCIAL ASSISTANCE FOR DESIGNATED COR-***
 10 ***RIDORS.***

11 *“(a) AUTHORITY.—The Secretary may provide finan-*
 12 *cial assistance to an applicant to fund improvements eligi-*
 13 *ble under subsection (c). No financial assistance shall be*
 14 *provided under this title—*

15 *“(1) for improvements to the main line of the*
 16 *Northeast Corridor, between Washington, District of*
 17 *Columbia, and Boston, Massachusetts; or*

18 *“(2) for improvements relating to a designated*
 19 *corridor in a State where the State prohibits the ex-*
 20 *penditure of State funds for such improvements.*

21 *“(b) TERMS, CONDITIONS, AND PROCEDURES.—(1)*
 22 *The Secretary shall establish appropriate terms, conditions,*
 23 *and procedures for the provision of financial assistance*
 24 *under this section.*

1 “(2) *The Secretary shall not provide financial assist-*
2 *ance under subsection (a) for improvements in a designated*
3 *corridor unless the Secretary finds that the applicant is in*
4 *compliance with the requirements of section 1005(a) relat-*
5 *ing to an arrangement for insurance coverage.*

6 “(c) *ELIGIBLE IMPROVEMENTS.—Improvements eligi-*
7 *ble for financial assistance under subsection (a) shall be*
8 *those improvements, other than the acquisition of rolling*
9 *stock, that are necessary to facilitate the development of*
10 *high-speed rail service, including—*

11 “(1) *final engineering and design;*

12 “(2) *site specific environmental analyses and en-*
13 *vironmental mitigation;*

14 “(3) *acquisition of right-of-way and related*
15 *property;*

16 “(4) *acquisition, construction, rehabilitation, up-*
17 *grading, or replacement of roadbed, structures, track,*
18 *guideway, signal and communications systems, elec-*
19 *tric traction systems, propulsion or guidance systems*
20 *incorporated as part of a guideway, maintenance-of-*
21 *way facilities, maintenance-of-equipment facilities,*
22 *private highway-rail grade crossings (including pay-*
23 *ments to property owners to close such crossings*
24 *where appropriate) and public highway-rail grade*
25 *crossings to the extent authorized under subsection*

1 (f)(3), and those portions of terminals and stations
2 directly related to the operation of the high-speed rail
3 service.

4 Improvements that are eligible for funding under other Fed-
5 eral transportation programs shall not be eligible for finan-
6 cial assistance under subsection (a).

7 “(d) *MINIMUM FUNDING.*—Financial assistance may
8 not be provided under subsection (a) unless such assistance
9 enables the completion of at least one full element of a pro-
10 gram to achieve high-speed rail service.

11 “(e) *PRIVATE FUNDING.*—In providing financial as-
12 sistance under subsection (a), the Secretary shall ensure
13 that the element or elements for which such assistance is
14 provided include the maximum practicable private funding.

15 “(f) *FUNDING PROPORTIONS.*—(1) In providing finan-
16 cial assistance under subsection (a), the Secretary may pro-
17 vide financial assistance for up to 80 percent of the cost
18 of specific eligible improvements. No less than 20 percent
19 of the costs of such improvements shall be provided by State
20 or local funds.

21 “(2) The Secretary shall not provide financial assist-
22 ance to an applicant under subsection (a) in an amount
23 which exceeds the amount provided for the development of
24 the designated corridor by State and local governments, and

1 *other Federal transportation programs, after April 29,*
 2 *1993.*

3 “(3) *The Secretary may provide financial assistance*
 4 *to an applicant under subsection (a) for a public highway-*
 5 *rail grade crossing improvement that is part of the develop-*
 6 *ment of a designated corridor only if such improvement was*
 7 *not, as of the date of enactment of the High-Speed Ground*
 8 *Transportation Development Act of 1993, included as a*
 9 *high priority for highway-rail grade crossing improvement*
 10 *in the State to be funded with funds apportioned to the*
 11 *State under section 104(b)(3) of title 23, United States*
 12 *Code, and allocated under section 133(d)(1) of such title.*

13 “(g) *CRITERIA.—In determining whether to provide fi-*
 14 *nancial assistance to fund an element under subsection (a),*
 15 *the Secretary shall consider how the element meets the cri-*
 16 *teria identified in section 1001(c), the information con-*
 17 *tained in the relevant corridor master plan, commitments*
 18 *by State and local governments to fund any increases in*
 19 *the operating deficit of the National Railroad Passenger*
 20 *Corporation with respect to that Corporation’s operation*
 21 *over the designated corridor that result from the completion*
 22 *of the element, and such other information as the Secretary*
 23 *considers appropriate.*

24 “(h) *FINAL SAFETY REGULATIONS; DISBURSEMENT*
 25 *LIMITATION.—(1) The Secretary shall issue final regula-*

1 *tions concerning the safety of high-speed rail service that*
2 *address, at a minimum, the following subjects:*

3 *“(A) rail vehicle integrity;*

4 *“(B) passenger and crew protection and emer-*
5 *gency evacuation;*

6 *“(C) rail vehicle-track interaction;*

7 *“(D) separation and closure of highway-rail*
8 *grade crossings;*

9 *“(E) necessary train control and signaling sys-*
10 *tems;*

11 *“(F) the operation of high-speed and conven-*
12 *tional passenger trains, commuter trains, and freight*
13 *trains in the same corridor (including the means for*
14 *ensuring safety in a corridor while preserving the ex-*
15 *isting level of rail service generally); and*

16 *“(G) protection against undetected incursions*
17 *into the right-of-way.*

18 *“(2) Upon disbursing any funds for improvements*
19 *under subsection (c)(4), the Secretary shall publish a notice*
20 *in the Federal Register—*

21 *“(A) certifying that any final safety standards*
22 *that are essential to ensure that those specific im-*
23 *provements are consistent with a safe operating envi-*
24 *ronment for high-speed rail service are in effect; and*

25 *“(B) specifying what those standards are.*

1 “(i) *EARLY ASSISTANCE.*—The Secretary may provide
 2 *financial assistance under subsection (a) for an element not*
 3 *contained in a corridor master plan prepared under section*
 4 *1002 only if such financial assistance is provided, with re-*
 5 *spect to a designated corridor, before the expiration of 30*
 6 *months after the date of enactment of the High-Speed*
 7 *Ground Transportation Development Act of 1993.*

8 **“SEC. 1004. HIGH-SPEED RAIL TECHNOLOGY DEVELOP-**
 9 **MENT.**

10 “(a) *AUTHORITY.*—The Secretary is authorized to un-
 11 *dertake research and development of high-speed rail tech-*
 12 *nologies for commercial application in high-speed rail serv-*
 13 *ice in the United States.*

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

20 “(c) *DEFENSE CONVERSION.*—The Secretary shall give
 21 *a high priority to proposals under this section which en-*
 22 *courage civilian application to high-speed rail of defense-*
 23 *related technologies.*

1 ***“SEC. 1005. INSURANCE REQUIREMENTS.***

2 *“(a) INSURANCE CONTRACT AND CERTIFICATION.—(1)*
3 *Before financial assistance may be provided under section*
4 *1003 for a designated corridor, the applicant shall—*

5 *“(A) enter into an arrangement for the provision*
6 *of liability insurance coverage, in an amount (subject*
7 *to subsection (c)) of \$500,000,000 per occurrence, to*
8 *compensate for any and all loss from compensatory*
9 *and punitive damage claims, against such applicant,*
10 *the operator of the proposed high-speed rail service, or*
11 *the owners and operators of the track and other rail*
12 *facilities that will be used for such high-speed rail*
13 *service, for death, bodily injury, or loss of or damage*
14 *to property resulting from an accident or incident in-*
15 *volving—*

16 *“(i) on designated corridors having inter-*
17 *city rail passenger service on October 1, 1993,*
18 *operation of a train in excess of maximum*
19 *speeds for intercity passenger trains in time-*
20 *tables in effect on October 1, 1993, on the appli-*
21 *cant’s corridor;*

22 *“(ii) on designated corridors having rail*
23 *service but no rail passenger service on October*
24 *1, 1993, operation of a train in excess of maxi-*
25 *mum speeds for passenger trains permitted on*
26 *the applicant’s corridor under section 213.9 of*

1 *title 49, Code of Federal Regulations, on October*
2 *1, 1993; and*

3 *“(iii) on designated corridors for which new*
4 *rail lines are being built, operation of rail pas-*
5 *senger service, regardless of the nature of the con-*
6 *duct causing such death, bodily injury, loss, or*
7 *damage; and*

8 *“(B) certify to the Secretary that the applicant*
9 *has entered into such arrangement for insurance cov-*
10 *erage.*

11 *“(2) For purposes of this section, the term ‘insurance*
12 *coverage’—*

13 *“(A) as applicable to the primary layer of insur-*
14 *ance up to \$25,000,000 per occurrence, includes self-*
15 *insurance by any person insured under the applicable*
16 *coverage and mutual indemnification agreements*
17 *among any combination of such persons; and*

18 *“(B) as applicable to layers of insurance above*
19 *\$25,000,000 per occurrence, includes self-insurance*
20 *and mutual indemnification agreements that are*
21 *agreed to by all persons required to be insured under*
22 *the applicable coverage.*

23 *Such term includes self-insurance or mutual indemnifica-*
24 *tion agreements described under subparagraphs (A) or (B)*

1 *only to the extent authorized under the law of any State*
 2 *in which the applicable rail service is operated.*

3 “(b) *RESTRICTION ON OPERATIONS.*—On designated
 4 *corridors upgraded with assistance provided under section*
 5 *1003, unless insurance coverage as described in subsection*
 6 *(a) is in force, rail passenger service shall not—*

7 “(1) *on designated corridors having intercity*
 8 *rail passenger service October 1, 1993, be operated in*
 9 *excess of maximum speeds for intercity passenger*
 10 *trains in timetables in effect on October 1, 1993, on*
 11 *the applicant’s corridor;*

12 “(2) *on designated corridors having rail service*
 13 *but no rail passenger service on October 1, 1993, be*
 14 *operated in excess of maximum speeds for passenger*
 15 *trains permitted on the applicant’s corridor under*
 16 *section 213.9 of title 49, Code of Federal Regulations;*
 17 *and*

18 “(3) *on designated corridors for which new rail*
 19 *lines are being build, be operated.*

20 “(c) *INTERSTATE COMMERCE COMMISSION JURISDIC-*
 21 *TION.*—Upon the petition of a person insured under insur-
 22 *ance coverage purporting to be as described in subsection*
 23 *(a), the Commission shall, within 90 days after its receipt*
 24 *of such petition, determine the adequacy of such coverage.*
 25 *The petitioner shall have the burden of proving, by a pre-*

1 *ponderance of the evidence, the inadequacy of such insur-*
 2 *ance coverage (including the sufficiency of the amount spec-*
 3 *ified in subsection (a)) with respect to the corridor for high-*
 4 *speed rail service is proposed and with respect to the poten-*
 5 *tial liability of the petitioner. In making its determination,*
 6 *the Commission shall employ the usual and customary un-*
 7 *derwriting methodology of insurers of rail activities, taking*
 8 *into account the speeds at which passenger trains are pro-*
 9 *posed to operate in the corridor, any safety features, rules,*
 10 *and procedures created in connection with such proposed*
 11 *high-speed rail service, and the existence and applicability*
 12 *of other insurance coverage for the petitioner. In no event*
 13 *shall the Commission provide for a lower level of insurance*
 14 *coverage than is provided by subsection (a). In the event*
 15 *the Commission determines that insurance coverage is inad-*
 16 *equat, the Commission shall determine the level of insur-*
 17 *ance coverage that is adequate. The applicant shall then*
 18 *provide coverage at that level.*

19 “(d) *MULTIPLE CORRIDORS.*—Nothing in this section
 20 shall preclude respective applicants from jointly procuring
 21 the insurance coverage required pursuant to subsection (a)
 22 so that such insurance covers more than one corridor.

23 **“SEC. 1006. BUY AMERICA REQUIREMENTS.**

24 “(a) *GENERAL RULE.*—Except as provided in sub-
 25 section (b), an applicant receiving financial assistance

1 *under section 1003 shall ensure that the articles, materials,*
2 *and supplies purchased with such financial assistance are*
3 *substantially all of United States manufacture or produc-*
4 *tion. An applicant that fails to meet the requirement of this*
5 *section may not receive further assistance under section*
6 *1003.*

7 “(b) *EXEMPTION.—The Secretary may grant an ex-*
8 *emption from this section to an applicant with respect to*
9 *the purchase of articles, materials, or supplies, or may*
10 *grant an exemption for any improvement incorporating*
11 *such articles, materials, or supplies, if the Secretary deter-*
12 *mines that—*

13 “(1) *the application of this section is inconsis-*
14 *ent with the public interest;*

15 “(2) *the cost of imposing such requirements with*
16 *respect to such articles, materials, or supplies is un-*
17 *reasonable;*

18 “(3) *such articles, materials, or supplies are not*
19 *produced or manufactured in the United States in*
20 *sufficient and reasonably available quantities or of a*
21 *satisfactory quality;*

22 “(4) *such articles, materials, or supplies cannot*
23 *be purchased and delivered in the United States with-*
24 *in a reasonable time; or*

1 “(5) *such articles, materials, or supplies are pro-*
 2 *duced or manufactured in a country that the Presi-*
 3 *dent has determined, in its government procurement*
 4 *contracts, treats articles, materials, or supplies pro-*
 5 *duced or manufactured in the United States on a na-*
 6 *tional treatment basis.*

7 “(c) *EXCEPTION.—This section shall not apply with*
 8 *respect to an element in any case in which the total cost*
 9 *of the articles, materials, or supplies purchased in connec-*
 10 *tion with such element with financial assistance provided*
 11 *under section 1003 is less than \$1,000,000.*

12 **“SEC. 1007. LABOR STANDARDS.**

13 “(a) *REQUIREMENT TO PROVIDE PROTECTIVE AR-*
 14 *RANGEMENTS.—A recipient of Federal assistance under sec-*
 15 *tion 1003, for improvements described in section 1003(c)(4),*
 16 *shall provide fair and equitable arrangements to protect the*
 17 *interests of rail employees who may be affected by such as-*
 18 *sistance. Such arrangements shall include the guidelines is-*
 19 *sued by the Secretary of Labor under subsection (c). The*
 20 *Secretary shall be satisfied that the arrangements include*
 21 *the Secretary of Labor’s guidelines before providing finan-*
 22 *cial assistance under section 1003.*

23 “(b) *OPERATOR RESPONSIBILITY FOR COSTS.—Where*
 24 *State law prohibits the recipient of Federal assistance*
 25 *under section 1003 from paying the costs of protecting the*

1 *interests of rail employees in accordance with this section,*
 2 *such costs shall be the responsibility of a beneficiary of such*
 3 *assistance formally identified by the State as having such*
 4 *responsibility or, in the absence of such an identification,*
 5 *the operator of high-speed rail service operating within the*
 6 *applicable designated corridor.*

7 “(c) *ISSUANCE OF GUIDELINES.*—The Secretary of
 8 Labor shall, within 90 days after the date of enactment of
 9 this title, issue guidelines on what arrangements are needed
 10 to satisfy this section. The guidelines shall be as protective
 11 of employee interests as the requirements of section 405(b)
 12 of the Rail Passenger Service Act (45 U.S.C. 565(b)) and
 13 shall include provisions regulating subcontracting of work
 14 funded by financial assistance provided under section 1003.

15 **“SEC. 1008. APPLICABILITY OF OTHER LAWS.**

16 “The operator of a high-speed rail service operating
 17 in interstate commerce or over a rail line operated in inter-
 18 state commerce, within a designated corridor that receives
 19 financial assistance under section 1003, shall, with respect
 20 to such high-speed rail service, be subject to applicable laws
 21 with respect to such service, including, but not limited to,
 22 the Railway Labor Act (45 U.S.C. 151 et seq.), the Railroad
 23 Retirement Act of 1974 (45 U.S.C. 231 et seq.), the Railroad
 24 Retirement Tax Act (26 U.S.C. 3201 et seq.), and the Rail-
 25 road Unemployment Insurance Act (45 U.S.C. 351 et seq.).

1 ***“SEC. 1009. DEFINITIONS.***

2 *“For purposes of this title—*

3 *“(1) the term ‘applicant’ means a public agency*
4 *designated under section 1001(b) or (d)(3), or a group*
5 *of such public agencies, seeking financial assistance*
6 *under this title for development of a designated cor-*
7 *ridor;*

8 *“(2) the term ‘corridor’ means an existing or*
9 *proposed route for high-speed rail serving two or more*
10 *major metropolitan areas in the United States;*

11 *“(3) the term ‘designated corridor’ means a cor-*
12 *ridor designated by the Secretary under section 1001;*

13 *“(4) the term ‘element’ means a discrete portion*
14 *of a program to develop a designated corridor that*
15 *has a demonstrable intercity ground transportation*
16 *benefit independent of other improvements to such*
17 *corridor;*

18 *“(5) the term ‘financial assistance’ includes*
19 *grants, contracts, and cooperative agreements;*

20 *“(6) the term ‘high-speed rail’ has the meaning*
21 *given such term under section 511(n) of this Act;*

22 *“(7) the term ‘improvement’ means a discrete ac-*
23 *tivity that contributes to the development of the infra-*
24 *structure of a designated corridor;*

25 *“(8) the term ‘rolling stock’ means locomotives*
26 *and rail passenger cars;*

1 “(9) the term ‘State’ means any of the several
 2 States, the District of Columbia, Puerto Rico, the
 3 Northern Mariana Islands, the Virgin Islands, Guam,
 4 American Samoa, and any other territory or posses-
 5 sion of the United States; and

6 “(10) the term ‘United States private business’
 7 means a business entity organized under the laws of
 8 the United States, or of a State, and conducting sub-
 9 stantial business operations in the United States.”.

10 **SEC. 4. EXEMPTIONS FOR NORTHEAST CORRIDOR IM-**
 11 **PROVEMENT PROJECT.**

12 Section 705 of the Railroad Revitalization and Regu-
 13 latory Reform Act of 1976 (45 U.S.C. 855) is amended by
 14 adding at the end the following new subsection:

15 “(c) *APPLICABLE EXEMPTIONS AND PROCEDURES.*—
 16 For the purpose of any State or local requirement for per-
 17 mit or other approval for construction of any improvement
 18 undertaken by Amtrak as part of the Northeast Corridor
 19 Improvement Project, the exemptions and procedures appli-
 20 cable to a project undertaken by the Federal Government
 21 or an agency thereof shall apply.”.

22 **SEC. 5. AUTHORIZATION OF APPROPRIATIONS.**

23 (a) *HIGH-SPEED RAIL ASSISTANCE.*—There are au-
 24 thorized to be appropriated to the Secretary of Transpor-
 25 tation for the national high-speed rail assistance program

1 *authorized under sections 1001, 1002, and 1003 of the Rail-*
 2 *road Revitalization and Regulatory Reform Act of 1976—*

3 *(1) \$96,000,000 for fiscal year 1994;*

4 *(2) \$166,000,000 for fiscal year 1995;*

5 *(3) \$183,000,000 for fiscal year 1996;*

6 *(4) \$238,000,000 for fiscal year 1997; and*

7 *(5) \$299,000,000 for fiscal year 1998.*

8 *(b) TECHNOLOGY DEVELOPMENT.—There are author-*
 9 *ized to be appropriated to the Secretary of Transportation*
 10 *for high-speed rail technology development authorized under*
 11 *section 1004 of the Railroad Revitalization and Regulatory*
 12 *Reform Act of 1976—*

13 *(1) \$15,000,000 for fiscal year 1994;*

14 *(2) \$15,000,000 for fiscal year 1995;*

15 *(3) \$15,000,000 for fiscal year 1996;*

16 *(4) \$15,000,000 for fiscal year 1997; and*

17 *(5) \$15,000,000 for fiscal year 1998.*

18 *(c) ADMINISTRATIVE EXPENSES OF SECRETARY.—Of*
 19 *the amounts authorized to be appropriated under sub-*
 20 *sections (a) and (b), the Secretary of Transportation may*
 21 *reserve the funds necessary for payment of the administra-*
 22 *tive expenses incurred by the Secretary in carrying out the*
 23 *Secretary's responsibilities under title X of the Railroad Re-*
 24 *vitalization and Regulatory Reform Act of 1976, as added*
 25 *by section 3 of this Act.*

1 (d) *ADMINISTRATIVE EXPENSES OF PUBLIC AGEN-*
 2 *CIES.—Of the amounts authorized to be appropriated under*
 3 *subsection (a), the Secretary of Transportation may reserve*
 4 *up to 1 percent for the purpose of providing financial as-*
 5 *sistance under section 1001(e).*

6 (e) *FUNDS TO REMAIN AVAILABLE.—Funds made*
 7 *available under this section shall remain available until ex-*
 8 *pendent.*

9 **SEC. 6. GRADE CROSSING SIGNAL DEVICES.**

10 *Section 202 of the Federal Railroad Safety Act of 1970*
 11 *(45 U.S.C. 431) is amended—*

12 (1) *by redesignating the subsections after the*
 13 *first subsection (r) as subsections (s), (t), (u), and (v),*
 14 *respectively; and*

15 (2) *by adding at the end the following new sub-*
 16 *section:*

17 “(w) *GRADE CROSSING SIGNAL DEVICES.—The Sec-*
 18 *retary shall, within 1 year after the date of enactment of*
 19 *this subsection, establish nationally uniform standards re-*
 20 *garding the allocation of responsibility for selection and in-*
 21 *stallation of signal devices at public railroad-highway*
 22 *grade crossings.”.*

23 **SEC. 7. COLUMBUS AND GREENVILLE RAILWAY.**

24 (a) *REDEMPTION OF OUTSTANDING OBLIGATIONS AND*
 25 *LIABILITIES.—Notwithstanding any other provision of law,*

1 *the Secretary of Transportation, or the Secretary of the*
2 *Treasury, if a holder of any of the obligations, shall allow*
3 *the Delta Transportation Company, d/b/a the Columbus &*
4 *Greenville Railway, to redeem the obligations and liabilities*
5 *of such company which remain outstanding under sections*
6 *505 and 511 of the Railroad Revitalization and Regulatory*
7 *Reform Act of 1976 (45 U.S.C. 825, 831).*

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

S 839 RS——2

S 839 RS——3