

111<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 4838

To make the Northeast Corridor eligible for high-speed rail corridor development grants under section 26106 of title 49, United States Code.

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## IN THE HOUSE OF REPRESENTATIVES

MARCH 12, 2010

Mr. CASTLE (for himself, Mr. CAPUANO, Mr. GERLACH, Mr. SESTAK, Mr. KING of New York, Mr. CUMMINGS, Mr. HOLT, Mr. RUPPERSBERGER, Mr. COURTNEY, Mrs. LOWEY, and Mr. PASCRELL) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

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## A BILL

To make the Northeast Corridor eligible for high-speed rail corridor development grants under section 26106 of title 49, United States Code.

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 “Northeast Corridor  
5 High-Speed Rail Act”.

6       **SEC. 2. FINDINGS.**

7       Congress finds the following:

1           (1) The Northeast “mega-region” between Bos-  
2           ton and Washington, DC, is the most densely popu-  
3           lated area of the United States, and has consistently  
4           suffered from airport delays, traffic jams, and rail-  
5           way congestion.

6           (2) In fiscal year 2009 Amtrak’s Acela Express  
7           and Northeast Regional services carried nearly 10  
8           million passengers on the Northeast Corridor rail  
9           line.

10          (3) The Northeast Corridor rail line connects  
11          the five most populated cities on the east coast,  
12          stretching from Boston, MA, to Washington, DC, via  
13          Providence, RI, and is a critical link in President  
14          Obama’s vision for a national high-speed rail net-  
15          work.

16          (4) In 1991 Congress authorized eleven high-  
17          speed rail corridors. Of the eleven, three were des-  
18          ignated by Congress and seven were designated by  
19          the Secretary of Transportation, while there remains  
20          one undesignated corridor.

21          (5) The Passenger Rail Investment and Im-  
22          provement Act of 2008 establishes a high-speed rail  
23          corridor development grant program and restricts  
24          eligibility for this program to projects located on a  
25          federally designated high-speed rail corridor.

1           (6) The Northeast Corridor has not been des-  
2           ignated as a high-speed rail corridor.

3           (7) Despite the lack of Federal designation,  
4           Amtrak’s Acela line, which runs along the Northeast  
5           Corridor, is our country’s current “high-speed” rail  
6           line, with top operating speeds of 150 miles per  
7           hour. While this top speed begins to approach the  
8           international standard for high-speed trains, Am-  
9           trak’s high-speed service on the Northeast Corridor  
10          averages only 82 mph between Washington, DC, and  
11          New York, and only 66 mph between New York and  
12          Boston due to infrastructure and equipment con-  
13          straints. Considerable investments are needed to  
14          overcome these constraints.

15 **SEC. 3. AMENDMENTS.**

16          Section 26106 of title 49, United States Code, is  
17          amended—

18               (1) in subsection (b)(2), by inserting “and the  
19               Northeast Corridor” after “of title 23”; and

20               (2) in subsection (c) by striking “capital  
21               projects in high-speed rail corridors” and inserting  
22               “high-speed rail capital projects in corridors”.

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