

SUPPORTING THE GOALS AND IDEALS OF NATIONAL
TRAIN DAY

MAY 4, 2010.—Referred to the House Calendar and ordered to be printed

Mr. OBERSTAR, from the Committee on Transportation and
Infrastructure, submitted the following

R E P O R T

[To accompany H. Res. 1301]

The Committee on Transportation and Infrastructure, to whom was referred the resolution (H. Res. 1301) supporting the goals and ideals of National Train Day, having considered the same, report favorably thereon without amendment and recommend that the resolution be agreed to.

PURPOSE OF THE LEGISLATION

H. Res. 1301 supports the goals and ideals of National Train Day as designated by Amtrak; recognizes the important contribution that trains make to the national transportation system; and urges the people of the United States to recognize National Train Day (May 8) as an opportunity to learn more about trains.

BACKGROUND AND NEED FOR LEGISLATION

H. Res. 1301 supports the goals and ideals of National Train Day as designated by Amtrak. Amtrak will host the third annual National Train Day on May 8, 2010, with events across the country to celebrate America's love for trains. In 2009, more than 140 events celebrating National Train Day took place across the country; Amtrak expects even more in 2010.

National Train Day recognizes 141 years of passenger rail service in the United States and commemorates the day that the first transcontinental railroad was created. On May 10, 1869, in Promontory Summit, Utah, the golden spike was driven into the final tie that joined 1,776 miles of the Central Pacific and Union Pacific railways, transforming America by creating the nation's first transcontinental railroad.

Transcontinental railroad passenger train service began five days later from Omaha to Sacramento with the trip costing between \$40 and \$111 (depending on the class of service) and scheduled to take 4 days, 4 hours, and 40 minutes. Today, Amtrak provides service between Omaha and Sacramento on the California Zephyr, which takes 41 hours and 8 minutes.

Amtrak, or the National Railroad Passenger Corporation, was created by Congress in 1970. It began operations on May 1, 1971. Prior to enactment, passenger rail service had declined in the United States, largely due to the rise of the automobile; the devastating economic impact of two World Wars; creation of the Interstate Highway System; the increasing availability, comfort, and convenience of air travel; increasing train fares and decreasing service; and a number of railroad bankruptcies, mergers, and acquisitions. By 1965, only 10,000 rail passenger cars were in operation, 85 percent fewer than in 1929, and passenger rail service was provided on only 75,000 miles of track. At its peak, railroads were operating on more than 240,000 miles of track.

Today, Amtrak operates 21,000 route miles in 46 States, the District of Columbia, and three Canadian provinces. Amtrak operates more than 300 trains each day to more than 500 destinations. It is also the operator for State-supported corridor services in 15 States and for four commuter rail agencies.

On April 8, 2010, Amtrak announced that the railroad is on pace to break its annual ridership record carrying a best ever 13.6 million passengers during the first six months of Fiscal Year (FY) 2010, representing a 4.3 percent increase over the same period the prior year. Amtrak has carried approximately 100,000 more riders than the 13.5 million passengers posted in FY 2008, which was Amtrak's best ridership year in company history when Amtrak carried 28.7 million passengers.

In 2008, Congress reauthorized Amtrak in the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (P.L. 110-432) and created two Federal-State matching grant programs to develop intercity passenger and high-speed rail across the country. In 2009, the American Recovery and Reinvestment Act (Recovery Act) (P.L. 111-5), which built upon the success of PRIIA, provided \$8 billion to States for development of intercity passenger and high-speed rail, and another \$1.3 billion to Amtrak for capital, safety, and security improvements. Later that year, Congress provided an additional \$2.5 billion for development of intercity passenger and high-speed rail in the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 (Division A of P.L. 111-117).

On April 16, 2009, the President released a strategic plan for the development of high-speed intercity passenger rail in the United States, which proposes to help address the nation's transportation challenges by investing in an efficient, high-speed passenger rail network of 100-600 mile intercity corridors that connect communities across America.

In the near term, the plan proposes to lay the foundation for that network by investing in intercity rail infrastructure, equipment, and intermodal connections, beginning with the \$8 billion "down payment" provided under the Recovery Act, and continuing with a longer-term high-speed rail grant program. The near-term invest-

ment strategy seeks to: (1) advance new express high-speed corridor services (operating speeds above 150 miles per hour (mph) on primarily dedicated track) in select corridors of 200–600 miles; (2) develop emerging and regional high-speed corridor services (operating speeds up to 90–110 mph and 110–150 mph respectively, on shared and dedicated track) in corridors of 100–500 miles; and (3) upgrade reliability and service on conventional intercity rail services (operating speeds up to 79–90 mph).

On January 28, 2010, President Obama announced the first recipients selected to receive part of the \$8 billion in grant funding provided under the Recovery Act. A total of 31 States received awards. In the West, 23 projects received a total of \$2.95 billion. In the Midwest, 24 projects received a total of \$2.62 billion. In the Northeast, 23 projects received a total of \$490 million. And in the Southeast, 12 projects received a total of \$1.88 billion.

The program generated enormous interest and excitement across the country. The Federal Railroad Administration received 259 grant applications from 37 States requesting nearly \$57 billion in funding far exceeding the \$8 billion available under the Recovery Act. According to the Obama administration, the first round of selections represents a down payment on the President’s vision of a passenger rail network that will help address the nation’s 21st Century transportation challenges.

SUMMARY OF THE LEGISLATION

H. Res. 1301 supports the goals and ideals of National Train Day as designated by Amtrak. National Train Day will be held on Saturday, May 8, 2010. Further, the resolution recognizes the important contribution that trains make to the national transportation system, and urges the people of the United States to recognize that day as an opportunity to learn more about trains.

LEGISLATIVE HISTORY AND COMMITTEE CONSIDERATION

On April 27, 2009, Subcommittee on Railroads, Pipelines, and Hazardous Materials Chairwoman Corrine Brown introduced H. Res. 367. On May 5, 2009, the Committee on Transportation and Infrastructure discharged the resolution. On May 6, 2009, the House agreed to H. Res. 367 by a vote of 426–0.

On April 27, 2010, Subcommittee Chairwoman Brown introduced H. Res. 1301. On April 29, 2010, the Committee on Transportation and Infrastructure met in open session to consider H. Res. 1301. The Committee on Transportation and Infrastructure ordered H. Res. 1301 reported favorably to the House by a voice vote with a quorum present.

RECORD VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against. There were no recorded votes taken in connection with consideration of H. Res. 1301 or ordering the resolution, reported. A motion to order H. Res. 1301

reported favorably to the House was agreed to by voice vote with a quorum present.

COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements of clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

COST OF LEGISLATION

With respect to clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, H. Res. 1301 is a resolution of the House of Representatives, and therefore does not have the force of law. As such, there is no cost associated with this resolution for fiscal year 2010, or any fiscal year thereafter.

COMPLIANCE WITH HOUSE RULE XIII

1. With respect to the requirement of clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, and section 308(a) of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding, so no comparison of the total estimated funding level for the relevant programs to the appropriate level under current law is required.

2. With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the Committee advises that the resolution contains no measure that authorizes funding, so no statement of general performance and objectives for any measure that authorizes funding is required.

3. With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding, so no cost estimate nor comparison for any measure that authorizes funding is required.

COMPLIANCE WITH HOUSE RULE XXI

Pursuant to clause 9 of rule XXI of the Rules of the House of Representatives, the Committee is required to include a list of congressional earmarks, limited tax benefits, or limited tariff benefits, as defined in clause 9(e), 9(f), and 9(g) of rule XXI of the Rules of the House of Representatives. H. Res. 1301 does not contain any earmarks, limited tax benefits, or limited tariff benefits under clause 9(e), 9(f), or 9(g) of rule XXI.

CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause 3(d)(1) of rule XIII of the Rules of the House of Representatives, H. Res. 1301 is a resolution of the House of Representatives, and therefore does not have the force of law. As such, clause 3(d)(1) of rule XIII does not apply.

FEDERAL MANDATES STATEMENT

H. Res. 1301 contains no Federal mandates.

PREEMPTION CLARIFICATION

Section 423 of the Congressional Budget Act of 1974 requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee states that H. Res. 1301 does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act are created by this legislation.

APPLICABILITY TO THE LEGISLATIVE BRANCH

The Committee finds that the resolution does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act (P.L. 104-1).

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

H. Res. 1301 makes no changes in existing law.