

110TH CONGRESS
1ST SESSION

H. R. 4123

To provide for the creation of a National High-Speed Rail Authority.

IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 8, 2007

Mr. COSTA introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To provide for the creation of a National High-Speed Rail Authority.

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 “High-Speed Rail Au-
5 thority Development and Formation Act”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

8 (1) The Intermodal Surface Transportation Ef-
9 ficiency Act of 1991 (ISTEA) (Public Law 102–
10 240) discussed high-speed rail as part of an inter-
11 modal transportation system for the United States,

1 and directed the Department of Transportation to
2 “lead and coordinate Federal efforts in the research
3 and development of high-speed ground transpor-
4 tation technologies in order to foster implementation
5 of magnetic levitation and high-speed steel wheel on
6 rail transportation systems as alternatives to exist-
7 ing transportation systems.”.

8 (2) The Department of Transportation has des-
9 ignated eleven high-speed rail corridors in the
10 United States.

11 (3) High-speed rail development will be a state-
12 of-the-art transportation system that will have im-
13 pact on climate change.

14 (4) High-speed rail is an efficient, practical,
15 and less polluting transportation mode that can fill
16 the gap between future demand and present capac-
17 ity.

18 (5) High-speed rail will greatly reduce carbon
19 dioxide emissions by reducing vehicle travel and
20 make major contributes to efforts to reduce green-
21 houses gas emissions and combat global warming.

22 (6) High-speed rail will drastically reduce the
23 traffic congestion currently plaguing our Nation’s
24 busiest highway systems.

1 (7) Most of the high-speed rail tracks will be at
2 ground level, only needing a minimum path 50 feet
3 wide, comparable to a new two-lane road with shoul-
4 ders, but providing 20 times the transportation ca-
5 pacity.

6 (8) The future growth of the United States will
7 require multimodal transportation to ease travel
8 across the country.

9 (9) High-speed rail can provide a viable alter-
10 native to airspace capacity problems the Federal
11 Aviation Administration admits it cannot solve in
12 the Los Angeles to Bay Area air corridor. High-
13 speed rail will have comparable and often shorter
14 travel times when compared to air travel on trips
15 200 to 500 miles in length, allowing it to signifi-
16 cantly reduce airspace congestion.

17 (10) The only current fast train lines in the
18 country only average a speed of 82.2 miles per hour.

19 (11) Rail track will be fully grade-separated
20 from road traffic with bridges or underpasses.

21 (12) At peak travel times, trains can be ex-
22 panded to accommodate more passengers than the
23 current congested highway system.

24 (13) The Federal Government has traditionally
25 participated in significant infrastructure improve-

1 ments such as the Transcontinental Railroad, Inter-
2 state Highway System, and the Tennessee Valley
3 Authority, as well as our Nation's port and harbor
4 systems.

5 (14) The economic strength and development of
6 our Nation has been led by advances in transpor-
7 tation projects, such as the Erie Canal, Trans-
8 continental Railroad, Interstate Highway System,
9 and airports.

10 (15) Improving the linkage of major metropoli-
11 tan areas across the country using rail systems can
12 bring great economic growth.

13 (16) Expanding the Nation's highways and air-
14 ports is costly, and constrained by environmental re-
15 strictions.

16 (17) High-speed rail construction will yield mil-
17 lions of jobs throughout the country.

18 (18) Advances in rail technology have allowed
19 high-speed rail systems in Europe and Japan to at-
20 tain speeds of up to 357 miles per hour and provide
21 a much needed alternative for trips in the 200 to
22 500-mile range.

23 (19) The Shinkansen high-speed trains in
24 Japan carry over 300,000,000 passengers a year,

1 and the system's 1,540 miles of track continues to
2 expand due to demand for travel.

3 (20) High-speed rail will save up to tens of mil-
4 lions of barrels of oil per year.

5 **SEC. 3. PURPOSE.**

6 The purpose of this Act is to establish the National
7 High-Speed Rail Authority—

8 (1) to further planning, development, and con-
9 struction of high-speed rail systems in the United
10 States;

11 (2) to create a 21st century intermodal trans-
12 portation system;

13 (3) to alleviate the air and highway congestion
14 plaguing our Nation; and

15 (4) to develop an environmentally friendly mass
16 transportation system.

17 **SEC. 4. DEFINITIONS.**

18 In this Act:

19 (1) ADMINISTRATOR.—The term “Adminis-
20 trator” means the head of the Authority appointed
21 under section 5(c)(1).

22 (2) ADVISORY COMMITTEE.—The term “Advi-
23 sory Committee” means the Policy Advisory Com-
24 mittee established under section 7(a)(1).

1 (3) **AUTHORITY.**—The term “Authority” means
2 the National High-Speed Rail Authority established
3 by section 5(a).

4 (4) **HIGH-SPEED RAIL.**—The term “high-speed
5 rail” means passenger rail transportation operated
6 at an average speed of 120 miles per hour over at
7 least 20 miles.

8 **SEC. 5. NATIONAL HIGH-SPEED RAIL AUTHORITY.**

9 (a) **ESTABLISHMENT.**—There is established, as an
10 agency within the Department of Transportation, the Na-
11 tional High-Speed Rail Authority.

12 (b) **MISSION.**—The mission of the Authority shall be
13 to encourage and assist with planning, development, and
14 construction of high-speed rail systems in the United
15 States.

16 (c) **ADMINISTRATOR; ASSOCIATE ADMINISTRATOR.**—

17 (1) **ADMINISTRATOR.**—

18 (A) **APPOINTMENT.**—

19 (i) **IN GENERAL.**—The Authority shall
20 be headed by an Administrator, who shall
21 be appointed by the President, by and with
22 advice and consent of the Senate.

23 (ii) **BASIS OF APPOINTMENT.**—In ap-
24 pointing an individual to serve as Adminis-
25 trator, the President—

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

(I) shall consider—

(aa) the professional qualifications of the individual;

(bb) the professional background of the individual; and

(cc) the length of experience of the individual in positions of management or rail development; and

(II) shall not consider the political affiliation of the individual.

(B) TERM OF OFFICE.—

(i) IN GENERAL.—Subject to clause (ii), the term of office of an Administrator shall be 6 years.

(ii) REMOVAL.—

(I) REMOVAL BY PRESIDENT.—

The President may remove an Administrator from the Authority based on just cause, as determined by the President.

(II) COMMUNICATION OF

CAUSE.—In removing an Administrator from the Authority, the Presi-

1 dent shall communicate to Congress
2 each reason for removal.

3 (C) PAY.—Section 5313 of title 5, United
4 States Code, is amended by adding at the end
5 of the following:

6 “Administrator, National High-Speed Rail Au-
7 thority.”.

8 (D) AUTHORITY OF ADMINISTRATOR.—

9 (i) IN GENERAL.—The Administrator
10 shall be responsible for carrying out all
11 functions, powers, and duties of the Au-
12 thority relating to—

13 (I) the appointment and employ-
14 ment of all officers and employees of
15 the Authority (other than Presidential
16 and political appointees);

17 (II) the acquisition and mainte-
18 nance of property, services, and equip-
19 ment of the Authority;

20 (III) the activities of the Author-
21 ity;

22 (IV) the promulgation of regula-
23 tions to carry out the functions of the
24 Authority; and

1 (V) the publishing of regulations,
2 rules, orders, circulars, bulletins, and
3 other official publications of the Au-
4 thority.

5 (ii) LIMITATION ON RULEMAKING AU-
6 THORITY.—The Administrator shall not
7 make any modifications to high-speed rail
8 standards or related standards in effect on
9 the date of enactment of this Act that
10 would result in no planning, development,
11 or construction of high-speed rail systems.

12 (iii) ORGANIZATION OF AUTHORITY.—

13 (I) IN GENERAL.—Subject to
14 subclause (II), the Administrator may
15 establish, alter, consolidate, or dis-
16 continue organizational units or com-
17 ponents within the Authority as the
18 Administrator determines to be nec-
19 essary.

20 (II) LIMITATION OF AUTHOR-
21 ITY.—The Administrator shall not—

22 (aa) abolish any organiza-
23 tional unit or component estab-
24 lished by this Act; or

1 (bb) transfer any function
2 vested by this Act in any organi-
3 zational unit or component.

4 (E) DUTIES OF ADMINISTRATOR.—

5 (i) IN GENERAL.—The Administrator
6 shall—

7 (I) plan, direct, and conduct
8 high-speed rail development activities;

9 (II) provide for the widest appro-
10 priate dissemination of information
11 concerning the activities of the Au-
12 thority and the results of those activi-
13 ties;

14 (III) improve existing high-speed
15 rail technologies or develop new high-
16 speed rail technologies, as well as
17 work with designated corridors to find
18 the best high-speed rail technology for
19 the corridor; and

20 (IV) conduct studies of—

21 (aa) the potential benefits
22 gained, such as reduced air traf-
23 fic, highway congestion, and re-
24 duced air pollution; and

1 (bb) the door-to-door times
2 comparing high-speed rail to
3 short-haul airline trips.

4 (ii) OBJECTIVES.—The high-speed rail
5 development activities of United States
6 carried out by the Administrator or carried
7 out with financial assistance from the Ad-
8 ministrator shall be conducted so as to
9 contribute significantly to 1 or both of the
10 following objectives:

11 (I) Expansion of knowledge
12 about high-speed rail technologies and
13 the use of those technologies.

14 (II) The most effective use of en-
15 gineering resources of the United
16 States, with close cooperation among
17 all interested agencies of the United
18 States so as to avoid duplication of ef-
19 fort, facilities, and equipment.

20 (2) ASSOCIATE ADMINISTRATOR.—

21 (A) APPOINTMENT.—There shall be in the
22 Authority an Associate Administrator, who shall
23 be appointed by the Administrator.

1 (B) BASIS OF APPOINTMENT.—In appoint-
2 ing an Associate Administrator, the Adminis-
3 trator—

4 (i) shall consider—

5 (I) the professional qualifications
6 of the individual;

7 (II) the scientific or professional
8 background of the individual; and

9 (III) the length of experience of
10 the individual in positions of manage-
11 ment or research and development;
12 and

13 (ii) shall not consider the political af-
14 filiation of the individual.

15 (C) TERM OF OFFICE.—

16 (i) IN GENERAL.—Subject to clause
17 (ii), the term of office of an Associate Ad-
18 ministrator shall be 4 years.

19 (ii) REMOVAL.—

20 (I) REMOVAL BY ADMINIS-
21 TRATOR.—The Administrator may re-
22 move an Associate Administrator from
23 the Authority based on just cause, as
24 determined by the Administrator.

1 (II) COMMUNICATION OF
2 CAUSE.—In removing an Associate
3 Administrator from the Authority, the
4 Administrator shall communicate to
5 Congress each reason for removal.

6 (D) PAY.—Section 5314 of title 5, United
7 States Code, is amended by adding at the end
8 the following:

9 “Associate Administrator, National High-Speed
10 Rail Authority.”.

11 (E) DUTIES.—The Associate Adminis-
12 trator shall—

13 (i) supervise the project development
14 and engineering activities of the Authority;

15 (ii) exercise such other powers and
16 perform such duties as the Administrator
17 may prescribe; and

18 (iii) act for, and exercise the powers
19 of, the Administrator during the absence
20 or disability of the Administrator.

21 (d) PERSONNEL PLAN.—Not later than 180 days
22 after the date of enactment of this Act, the Administrator
23 shall submit to Congress a personnel plan for the Author-
24 ity that—

1 (1) specifies the initial number and qualifica-
2 tions of employees needed for the Authority;

3 (2) describes the functions and General Service
4 classification and pay rates of the initial employees;
5 and

6 (3) specifies how the Administrator will adhere
7 to or deviate from the civil service system.

8 **SEC. 6. ADMINISTRATIVE POWERS.**

9 The Administrator shall—

10 (1) appoint and fix the compensation of such
11 officers and employees as are necessary to carry out
12 the functions of the Authority;

13 (2) establish the entrance grade for engineering
14 personnel without previous service in the Federal
15 Government at a level up to 2 grades higher than
16 the grade provided for such personnel in the General
17 Schedule (within the meaning of section 5104 of
18 title 5, United States Code) and fix the compensa-
19 tion of the personnel accordingly, as the Adminis-
20 trator considers necessary to recruit specially quali-
21 fied rail infrastructure, environmental, and industry-
22 related expertise;

23 (3) acquire, construct, improve, repair, operate,
24 and maintain such offices, such research and devel-
25 opment sites and facilities, and such other real and

1 personal property or interests in real and personal
2 property, as the Administrator determines to be nec-
3 essary for the performance of the functions of the
4 Authority;

5 (4) enter into and perform such contracts,
6 leases, cooperative agreements, or other transactions
7 as are necessary in the performance of the duties of
8 the Administrator with any—

9 (A) agency or instrumentality of the
10 United States;

11 (B) State, Territory, or possession;

12 (C) political subdivision of any State, Ter-
13 ritory, or possession; or

14 (D) person, firm, association, corporation,
15 or educational institution;

16 (5)(A) with the consent of Federal and other
17 agencies, with or without reimbursement, use the
18 services, equipment, personnel, and facilities of those
19 agencies; and

20 (B) cooperate with other public and private
21 agencies and instrumentalities in the use of services,
22 equipment, personnel, and facilities; and

23 (6) establish within the Authority such offices
24 and procedures as the Administrator considers ap-
25 propriate to provide for the greatest possible coordi-

1 nation of the activities of the Authority with related
2 scientific and other activities of other public and pri-
3 vate agencies and organizations.

4 **SEC. 7. ORGANIZATIONAL STRUCTURE.**

5 (a) POLICY ADVISORY COMMITTEE.—

6 (1) ESTABLISHMENT.—There shall be estab-
7 lished in the Authority a Policy Advisory Committee.

8 (2) MEMBERSHIP.—

9 (A) COMPOSITION.—The Advisory Com-
10 mittee shall be composed of 12 members, of
11 whom—

12 (i) 4 members shall be representatives
13 of the rail development and construction
14 community;

15 (ii) 4 members shall be representa-
16 tives of—

17 (I) industries involved in the rail
18 operation; or

19 (II) the transportation industry;
20 and

21 (iii) 4 members shall be representa-
22 tives equally divided between the labor and
23 business communities.

24 (B) APPOINTMENT.—The Speaker of the
25 House of Representatives, the minority leader

1 of the House of Representatives, the majority
2 leader of the Senate, and the minority leader of
3 the Senate shall each appoint 1 member de-
4 scribed in clauses (i), (ii), and (iii) of subpara-
5 graph (A).

6 (3) DUTIES.—The Advisory Committee shall—

7 (A) act as a steering committee for the Au-
8 thority;

9 (B) advise the Administrator on the for-
10 mulation of a long-term strategy for achieving
11 the mission of the Authority under section 5(b);
12 and

13 (C) assist the Administrator in identifying
14 high-speed rail technologies and initiatives
15 that—

16 (i) have the potential to decrease air
17 traffic and highway congestion over the
18 long term; and

19 (ii) should be further explored by the
20 Authority.

21 (4) STAFF.—The Advisory Committee may ap-
22 point not more than 24 employees to assist in car-
23 rying out the duties of the Advisory Committee, of
24 whom—

1 (A) 8 shall report to the members ap-
2 pointed under paragraph (2)(A)(i);

3 (B) 8 shall report to the members ap-
4 pointed under paragraph (2)(A)(ii); and

5 (C) 8 shall report to the members ap-
6 pointed under paragraph (2)(A)(iii).

7 (5) FACA.—The Federal Advisory Committee
8 Act (5 U.S.C. App.) shall apply to the Advisory
9 Committee.

10 (b) OFFICE OF ADMINISTRATION.—

11 (1) ESTABLISHMENT.—There is established in
12 the Authority an Office of Administration.

13 (2) ASSISTANT ASSOCIATE ADMINISTRATOR.—
14 The head of the Office of Administration shall be an
15 Assistant Associate Administrator for the Authority,
16 to be appointed by the Administrator.

17 (3) DESIGN/BUILD/OPERATE DIVISION.—

18 (A) ESTABLISHMENT.—There is estab-
19 lished in the Office of Administration a Design/
20 Build/Operate Division.

21 (B) STAFF.—The Design/Build/Operate
22 Division shall be composed of engineers and in-
23 dividuals with expertise in rail design, rail con-
24 struction, and rail maintenance.

1 (C) DUTIES.—The Design/Build/Operate
2 Division shall—

3 (i) study the efficiencies of existing
4 and proposed high-speed rail technologies
5 in the United States, with an emphasis on
6 assessing—

7 (I) the impacts of those tech-
8 nologies on consumers; and

9 (II) the contributions of those
10 technologies on decreasing air traffic
11 and highway congestion the United
12 States;

13 (ii) enter into contracts with private
14 or public entities for the design, construc-
15 tion, and operation of high-speed trains
16 and—

17 (I) allow contracts to be sepa-
18 rated into individual tasks or seg-
19 ments; and

20 (II) choose the best strategy for
21 each contract package; and

22 (iii) submit to Congress a report on
23 the results of the study conducted under
24 clause (i).

25 (4) RIGHT-OF-WAY ACQUISITION DIVISION.—

1 (A) ESTABLISHMENT.—There is estab-
2 lished in the Office of Administration a Right-
3 Of-Way Acquisition Division.

4 (B) DUTIES.—The Right-Of-Way Acquisi-
5 tion Division shall seek out right-of-way acquisi-
6 tions for construction of high-speed rail lines
7 across the Nation and determine—

8 (i) the most feasible areas to con-
9 struct high-speed rail lines; and

10 (ii) the best way to keep local commu-
11 nities and the public informed.

12 (5) GENERAL COUNSEL.—There is established
13 in the Office of Administration the position of Gen-
14 eral Counsel, to be appointed by the Administrator,
15 to serve as the chief legal officer of the Authority.

16 (c) OFFICE OF POLICY, RESEARCH, AND DEVELOP-
17 MENT.—

18 (1) ESTABLISHMENT.—There is established in
19 the Authority an Office of Policy, Research, and De-
20 velopment.

21 (2) DUTIES.—The Office of Policy, Research,
22 and Development shall—

23 (A) sponsor, manage, and direct basic and
24 applied research projects, including projects to
25 accelerate the development of high-speed rail

1 technologies from fundamental research to im-
2 plementation; and

3 (B) provide technical guidance to the Ad-
4 ministrator.

5 (3) ASSISTANT ASSOCIATE ADMINISTRATOR.—
6 The head of the Office of Policy, Research, and De-
7 velopment shall be an Assistant Associate Adminis-
8 trator for Policy, Research, and Development, to be
9 appointed by the Administrator.

10 (4) ADMINISTRATION.—In carrying out this
11 subsection, the Office of Policy, Research, and De-
12 velopment shall consider the potential benefits of—

13 (A) a flat organizational structure com-
14 prised of project-based teams;

15 (B) coordination with the private sector;
16 and

17 (C) organizational models used by other
18 Federal agencies conducting advanced research.

19 (d) OFFICE OF VENTURE CAPITAL.—

20 (1) ESTABLISHMENT.—There is established in
21 the Administration an Office of Venture Capital.

22 (2) ASSISTANT ASSOCIATE ADMINISTRATOR.—
23 The head of the Office of Venture Capital shall be
24 an Assistant Associate Administrator for Venture
25 Capital, to be appointed by the Administrator.

1 (3) DUTIES.—The Office of Venture Capital
2 shall—

3 (A) accept applications from State and pri-
4 vate entities requesting financial assistance for
5 high-speed rail technology proposals;

6 (B) accept recommendations and input
7 from the Associate Administrator and the Pol-
8 icy Advisory Committee on applications sub-
9 mitted under subparagraph (A); and

10 (C) from among the applications submitted
11 under subparagraph (A) and taking into ac-
12 count the objectives described in section
13 5(e)(1)(E)(ii), award financial assistance to ap-
14 plicants to carry out the proposals that are
15 most likely to develop high-speed rail.

16 (e) COORDINATION.—The Administrator—

17 (1) shall ensure that the activities of the Au-
18 thority are coordinated with the activities of other
19 relevant high-speed rail authorities; and

20 (2) may carry out projects jointly with other
21 agencies.

22 **SEC. 8. INITIAL TECHNOLOGY SOLICITATIONS.**

23 (a) IN GENERAL.—The Administrator (acting
24 through the Office of Venture Capital and the Office of
25 Policy, Research, and Development) may, based on the cri-

1 teria described in subsection (b), initiate the development
2 of technologies for—

- 3 (1) steel-on-wheel systems;
- 4 (2) magnetic levitation systems;
- 5 (3) passenger safety;
- 6 (4) rolling stock;
- 7 (5) operation systems;
- 8 (6) energy efficient systems;
- 9 (7) zero emission systems;
- 10 (8) grade separation;
- 11 (9) overpass, underpass, and tunnel construc-
12 tion; and
- 13 (10) safe and swift maintenance of trains.

14 (b) CRITERIA.—In determining which technologies to
15 develop under subsection (a), the Administrator shall con-
16 sider—

- 17 (1) the current status of development of the
18 technology;
- 19 (2) the time and costs of efforts needed to bring
20 the technology to full implementation; and
- 21 (3) the potential of the technology to contribute
22 to the goals of the Authority.

23 (c) REPORT.—As soon as practicable after the date
24 of enactment of this Act, but not later than 1 year after

1 the date of enactment of this Act, the Administrator shall
2 submit to Congress a report that—

3 (1) assesses the potential for the technologies
4 described in subsection (a) to contribute to the goals
5 of the Authority; and

6 (2) describes the plans of the Authority to de-
7 velop the technologies under subsection (a).

8 **SEC. 9. REPORTS.**

9 (a) **REPORTS BY ADMINISTRATOR.—**

10 (1) **ACTIVITIES AND ACCOMPLISHMENTS.—**

11 Semiannually and at such other times as the Admin-
12 istrator considers to be appropriate, the Adminis-
13 trator shall submit to the President a report that de-
14 scribes the activities and accomplishments of the Au-
15 thority.

16 (2) **REPORT TO CONGRESS.—**At the time at
17 which the Administrator submits to the President or
18 the Director of the Office of Management and Budg-
19 et any report relating to any budget information,
20 legislative recommendation, comment on legislation
21 about amounts made available under this Act, or
22 prepared testimony for a congressional hearing, the
23 Administrator shall submit a copy of the informa-
24 tion, recommendation, comment, or testimony to
25 each appropriate committee of Congress.

1 (b) REPORTS BY PRESIDENT.—In January of each
2 year, the President shall submit to Congress a report that
3 includes—

4 (1) a description of the activities and accom-
5 pishments of all agencies of the United States in
6 the field of high-speed rail development during the
7 preceding calendar year;

8 (2) an evaluation of the activities and accom-
9 pishments of the Administrator in attaining the ob-
10 jectives of this Act; and

11 (3) such recommendations for additional legisla-
12 tion as the Administrator or the President considers
13 appropriate for the attainment of the objectives de-
14 scribed in this Act.

15 **SEC. 10. DESIGNATED HIGH-SPEED RAIL CORRIDORS.**

16 (a) IN GENERAL.—The Secretary of Transportation
17 and the Administrator shall give priority in allocating
18 funds authorized by section 26104 of title 49, United
19 States Code, and assistance to plan, develop, and con-
20 struct high-speed rail systems to the following High-Speed
21 Rail Corridors:

22 (1) California Corridor connecting the San
23 Francisco Bay area and Sacramento to Los Angeles
24 and San Diego.

1 (2) Chicago Hub Corridor Network with the fol-
2 lowing spokes:

3 (A) Chicago to Detroit.

4 (B) Chicago to Minneapolis/St. Paul, MN,
5 via Milwaukee, WI.

6 (C) Chicago to Kansas City, MO, via
7 Springfield, IL, and St. Louis, MO.

8 (D) Chicago to Louisville, KY, via Indian-
9 apolis, IN, and Cincinnati, OH.

10 (E) Chicago to Cleveland, OH, via Toledo,
11 OH.

12 (F) Cleveland, OH, to Cincinnati, OH, via
13 Columbus, OH.

14 (3) Empire State Corridor from New York City,
15 NY, through Albany, NY to Buffalo, NY.

16 (4) Florida High-Speed Rail Corridor from
17 Tampa through Orlando to Miami.

18 (5) Gulf Coast Corridor from Houston TX,
19 through New Orleans, LA, to Mobile, AL, with a
20 branch from New Orleans, through Meridian, MS,
21 and Birmingham, AL, to Atlanta, GA.

22 (6) Keystone Corridor from Philadelphia, PA,
23 through Harrisburg, PA, to Pittsburgh, PA.

1 (7) Northeast Corridor from Washington, DC,
2 through New York City, NY, New Haven, CT, and
3 Providence, RI, to Boston, MA.

4 (8) New England Corridor from Boston, MA, to
5 Portland and Auburn, ME, and from Boston, MA,
6 through Concord, NH, and Montpelier, VT, to Mon-
7 treal, PQ.

8 (9) Pacific Northwest Corridor from Eugene,
9 OR, through Portland, OR, and Seattle, WA, to
10 Vancouver, BC.

11 (10) South Central Corridor from San Antonio,
12 TX, through Dallas/Fort Worth to Little Rock, AK,
13 with a branch from Dallas/Fort Worth through
14 Oklahoma City, OK, to Tulsa, OK.

15 (11) Southeast Corridor from Washington, DC,
16 through Richmond, VA, Raleigh, NC, Columbia, SC,
17 Savannah, GA, and Jesup, GA, to Jacksonville, FL,
18 with a branch from Raleigh, NC, through Charlotte,
19 NC, and Greenville, SC, to Atlanta, GA, a branch
20 from Richmond, to Hampton Roads/Norfolk, VA,
21 and a connecting route between Atlanta, GA, to
22 Jesup, GA.

23 (b) MATCHING FUNDS REQUIREMENT.—

24 (1) GENERAL RULE.—Except as provided in
25 paragraph (2), assistance under subsection (a) shall

1 be provided only for projects for which at least 50
2 percent of the funding is provided by non-Federal
3 sources.

4 (2) EXCEPTION.—The Secretary of Transpor-
5 tation and the Administrator may provide assistance
6 under subsection (a) for a project if less than 50
7 percent of the funding is provided by non-Federal
8 sources if the Secretary or Administrator finds that
9 the public interest is served by making such an ex-
10 ception.

11 **SEC. 11. AUTHORIZATION OF APPROPRIATIONS.**

12 There are authorized to be appropriated to carry out
13 this Act—

14 (1) \$500,000,000 for each of fiscal years 2007
15 and 2008;

16 (2) \$600,000,000 for each of fiscal years 2009
17 and 2010; and

18 (3) \$750,000,000 for each of fiscal years 2011
19 through 2015.

○