

Senator Hollings

Railroad Advancement and Infrastructure Law of the 21st Century (RAIL-21)

RAIL-21 does the following:

Extends Amtrak's Authorization for One Year

- Reauthorizes Amtrak for one additional year (through FY 2003)
- Allows Amtrak to continue lease arrangements with GSA (See amendment No. 3958 to FY 2001 Ag Approps in support 72-24)
- Eliminates Amtrak's operating self sufficiency requirement
- Suspends Amtrak's redemption requirements for common stock until the end of FY 2003
- Authorizes Amtrak to be funded at \$1.2 billion for capital and operating expenses annually during FY 2003

Provides Emergency Security Spending for Amtrak

- Authorizes \$3.2 billion in emergency spending for Amtrak's security and capacity needs to be used for:
- Added police, surveillance, fencing and lighting
- Accelerated life-safety improvements of tunnels in New York, Baltimore and Washington, D.C., will provide emergency access and egress and enhance fire fighting capacities
- Added passenger cars and capacity improvements to meet greater demand (Amtrak is required to make 25% of such equipment available to corridors outside of the Northeast Corridor)

Authorizes \$35 B in direct loans and loan guarantees

- Authorizes \$35 billion for freight rail, passenger rail and rail security enhancement projects
- Class I railroads, regional railroads, short lines and passenger projects are eligible
- \$7 billion would be set aside for short lines

Establishes a capital grant program for Short Line Railroads

- Authorizes \$350 million for rehabilitating, preserving or improving railroad track for regional and short line railroads

Reauthorizes the Swift High Speed Rail Act

Authorizes \$50 million in matching grants annually during FY 02 through FY 04

- \$25 million is available for corridor planning and acquisition of rolling stock, with preference given to designated corridors (see attached information)
- \$25 million is available for security and technology research and development

Designated High-Speed Rail Corridors

(as of 10/1/01)

- \$ California Corridor connecting the San Francisco Bay area and Sacramento to Los Angeles and San Diego

- \$ Chicago Hub Corridor Network with the following spokes:
 - \$ Chicago to Detroit
 - \$ Chicago to Minneapolis/St. Paul, MN., via Milwaukee, WI.
 - \$ Chicago to Kansas City, MO., via Springfield, IL., and St Louis, MO.
 - \$ Chicago to Louisville, KY., via Indianapolis, IN., and Cincinnati, OH.
 - \$ Chicago to Cleveland, OH., via Toledo, OH.
 - \$ Cleveland, OH., to Cincinnati, OH., via Columbus, OH.

- \$ Empire State Corridor from New York City, NY., through Albany, N.Y. to Buffalo, N.Y.

- \$ Florida High-Speed Rail Corridor from Tampa through Orlando to Miami.

- \$ Gulf Coast Corridor from Houston TX., through New Orleans, LA., to Mobile, AL, with a branch from New Orleans, through Meridian, MS., and Birmingham, AL., to Atlanta, GA.

- \$ Keystone Corridor from Philadelphia, PA, through Harrisburg, PA., to Pittsburgh, PA.

- \$ Northeast Corridor from Washington, D.C. through New York City, N.Y., New Haven, CT., and Providence, R.I., to Boston, MA.,

- \$ New England Corridor from Boston, MA., to Portland and Auburn, ME., and from Boston, MA., through Concord, N.H. and Montpelier, VT. to Montreal, P.Q.

- \$ Pacific Northwest Corridor from Eugene, OR., through Portland, OR., and Seattle, WA., to Vancouver, B.C.

- \$ South Central Corridor from San Antonio, TX., through Dallas/ Fort Worth to Little Rock, AK., with a branch from Dallas/Fort Worth through Oklahoma City, OK., to Tulsa, OK.

- \$ Southeast Corridor from Washington, D.C. through Richmond, VA., Raleigh, N.C., Columbia, S.C., Savannah, GA., and Jesup, GA., to Jacksonville, FL, with a branch from Raleigh, N.C., through Charlotte, N.C., and Greenville, S.C. to Atlanta, GA., a branch from Richmond, to Hampton Roads/Norfolk, VA, and a connecting route between Atlanta, GA., to Jesup, GA.