AMENDMENT TO RULES COMMITTEE
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OFFERED BY MR. SUOZZI OF NEW YORK

Page 1358, after line 11, insert the following:

SEC. 9307. NORTH ATLANTIC RAIL INTERSTATE COMPACT.

(a) In General.—Chapter 249 of title 49, United States Code, is amended by inserting after section 24905 the following:

§ 24905A. North Atlantic Rail Interstate Compact; North Atlantic Rail Network

“(a) NORTH ATLANTIC RAIL INTERSTATE COMPACT.—

“(1) ESTABLISHMENT.—Not later than 180 days after the date of the enactment of this section, the Secretary of Transportation shall appoint a director for the North Atlantic Rail Interstate Compact (referred to in this section as the ‘Compact’) in collaboration with states identified in paragraph (2)(A).

“(2) BOARD OF DIRECTORS.—

“(A) COMPOSITION.—The Compact shall be governed by a board of directors, which shall be composed of directors, of whom—
“(i) 2 directors shall be appointed by the Secretary of Transportation;

“(ii) 1 director shall be appointed by the Chief Executive Officer of Amtrak;

“(iii) 2 directors shall be appointed by the Governor of Connecticut;

“(iv) 2 directors shall be appointed by the Governor of Maine;

“(v) 2 directors shall be appointed by the Governor of Massachusetts;

“(vi) 2 directors shall be appointed by the Governor of New Hampshire;

“(vii) 2 directors shall be appointed by the Governor of New York;

“(viii) 2 directors shall be appointed by the Governor of Rhode Island; and

“(ix) 2 directors shall be appointed by the Governor of Vermont

“(B) TERM; QUALIFICATIONS.—Of the individuals appointed pursuant to each of the clauses (iii) through (ix) of paragraph (1)—

“(i) 1 shall be the head of the respective State department of transportation; and
'"(ii) the other director appointed by
the respective governor—

"(I) shall serve for a 5-year term;
"(II) shall be a resident of the
appointing governor’s State;
"(III) may not be an employee of
the government of such State; and
"(IV) shall be an expert in trans-
portation policy, finance, public policy,
planning or a related discipline associ-
ated with the purpose and mission of
the Compact.

"(C) NO COMPENSATION.—Directors shall
serve without pay, but shall receive travel ex-
penses, including per diem in lieu of subsist-
ence, in accordance with applicable provisions of
subchapter I of chapter 57 of title 5, United
States Code.

"(3) PURPOSE.—The purpose of the Compact
shall be to construct, on an accelerated basis, a
North Atlantic Rail Network in order—

"(A) to provide clean, safe, coordinated
and efficient high-speed and high-performance
passenger rail transportation in the 7-State
North Atlantic Rail Network region; including
the improvement of existing intercity passenger rail services;

“(B) to reduce carbon emissions from auto and air transportation in such region in order to meet the greenhouse gas performance targets established under section 150(d) of title 23; and

“(C) to provide employment opportunities and economic development in the cities and regions served by a North Atlantic Rail Network.

“(4) STAFFING.—The directors and officers of the Compact may appoint and fix the pay of such personnel, as they consider necessary and appropriate, to advance the design and construction of a North Atlantic Rail Network.

“(5) COORDINATION.—The Compact, in designing and constructing a North Atlantic Rail Network, shall coordinate and cooperate with—

“(A) the Secretary of Transportation;

“(B) the Northeast Corridor Commission;

“(C) Amtrak;

“(D) State departments of transportation, regional transportation authorities, and other State-established entities, responsible for the provision of passenger rail in the North Atlantic Rail Network region; and
“(E) freight railroads that host passenger trains or operate freight trains over passenger rail lines within the territory.

“(b) NORTH ATLANTIC RAIL NETWORK.—

“(1) CREATION.—Notwithstanding the existing service along the Northeast Corridor, the Compact shall construct a North Atlantic Rail Network, which may include—

“(A) additional high-speed rail service between Boston and New York;

“(B) a high-performance network of intercity passenger rail transportation throughout the 7-State region; and

“(C) an integrated network of metropolitan passenger rail transportation coordinated with the high-speed rail service referred to in subparagraph (A).

“(2) AUTHORIZATIONS.—The Compact shall have the same authorities provided to interstate compacts in section 410 of the Amtrak Reform and Accountability Act of 1997 (49 U.S.C. 24101 note), including—

“(A) receiving appropriations—
“(i) to plan, design, engineer, and acquire property (including railroad rights-of-way);

“(ii) to conduct competitive procurements;

“(iii) to enter into construction contracts;

“(iv) to form project labor agreements; and

“(v) to construct a North Atlantic Rail Network;

“(B) utilizing all design-build and other alternative procurement policies and practices approved by the Department of Transportation;

“(C) utilizing existing authorities to expedite reviews for infrastructure investment within existing rights of way under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

“(D) contracting with Amtrak, State departments of transportation, or related operating entities within the 7-State North Atlantic Rail Network region to design or construct elements of a North Atlantic Rail Network.
“(3) Commencement of Operations.—The Compact shall commence operations and be eligible for appropriated funding in any State that has ratified the Compact, upon the ratification of a minimum of 2 states of the Compact.

“(4) Responsibilities.—If a State department of transportation or its related operating entity owns the right-of-way for a rail line segment within a North Atlantic Rail Network, such department or entity shall be responsible for the design and construction of improvements on such segment of a North Atlantic Rail Network.

“(5) Work performed on right-of-way.—Notwithstanding paragraph (2)(D), all work done in existing rail right-of-way shall be performed only in accordance with the rail collective bargaining agreements applicable to work performed on such right-of-way.”.

(b) Clerical Amendment.—The analysis for chapter 249 of title 49, United States Code, is amended by inserting after the item relating to section 24905 the following:

“24905A. North Atlantic Rail Interstate Compact; North Atlantic Rail Network.”.

(c) Sunset.—Upon the earlier of the completion of the construction of all of the elements of a North Atlantic
Rail Network created pursuant to subsection (b)(1) of section 24905A of title 49, United States Code, as added by this Act, or the date that is 20 years after the date of the enactment of this Act—

(1) the North Atlantic Rail Interstate Compact established pursuant to subsection (a)(1) of such section shall be dissolved; and

(2) the assets of the North Atlantic Rail Interstate Compact shall be transferred to Amtrak.