

112TH CONGRESS
1ST SESSION

H. R. 1504

To authorize the Secretary of Transportation to make grants for engineering, final design, and construction of the Altamont Corridor Rail Project, California, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

APRIL 13, 2011

Mr. MCNERNEY (for himself, Mr. CARDOZA, and Mr. GARAMENDI) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To authorize the Secretary of Transportation to make grants for engineering, final design, and construction of the Altamont Corridor Rail Project, California, and for other purposes.

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 “Altamont Corridor Rail
5 Improvement Act of 2011”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

1 (1) The Altamont Rail Corridor serves a North-
2 ern California mega region with a projected popu-
3 lation of 18,000,000 by 2025.

4 (2) The Altamont Rail Corridor is the primary
5 gateway between the Central Valley of California
6 and the San Francisco Bay Area and parallels two
7 of the most congested highway corridors in the re-
8 gion.

9 (3) The Metropolitan Transportation Commis-
10 sion completed a final report of the Bay Area Re-
11 gional Rail Plan in 2007 that called for a dedicated
12 regional rail line that would provide both intercity
13 and commuter passenger rail service to improve
14 connectivity and accessibility between the Northern
15 San Joaquin Valley population centers and the Bay
16 Area.

17 (4) The California High Speed Rail Authority
18 has identified the Altamont Rail Corridor as a crit-
19 ical element to regional transportation needs and en-
20 tered into partnership with the major governing and
21 operating entities in the corridor to improve the re-
22 gional ACE service in the near term and develop ca-
23 pability for joint use to accommodate intercity and
24 commuter service as well as interface with the high-
25 speed rail system in the future.

1 (5) The Bay Area Regional Rail Plan projects
2 that the ACE train that currently provides pas-
3 senger rail service in the Altamont Rail Corridor will
4 average 49,000 daily boardings by 2050.

5 (6) The current situation of sharing Altamont
6 Rail Corridor passenger service with the growing
7 freight operations in the existing alignment will se-
8 verely limit opportunity for service improvement or
9 expansion as critically needed.

10 (7) The expansion and improvement of pas-
11 senger rail service in the Altamont Rail Corridor will
12 have significant environmental and economic devel-
13 opment benefits for the region.

14 **SEC. 3. PROJECT AUTHORIZATION FOR NEW FIXED GUIDE**
15 **WAY CAPITAL PROJECT.**

16 (a) **IN GENERAL.**—The Altamont Corridor Rail
17 Project is authorized for final design and construction for
18 fiscal years 2011 through 2021 in accordance with section
19 5309(d) of title 49, United States Code.

20 (b) **ALLOCATION OF FUNDS.**—The Secretary of
21 Transportation is authorized to allocate, out of funds
22 made available under section 5309(m) of title 49, United
23 States Code, a total amount not to exceed \$450,000,000
24 for fiscal years 2011 through 2021 to carry out any re-

1 maining preliminary engineering and final design and con-
2 struction of the Altamont Corridor Rail Project.

3 (c) USE OF ENVIRONMENTAL DOCUMENTS.—Any al-
4 ternatives analysis or environmental impact report relat-
5 ing to the Altamont Corridor Rail Project that is prepared
6 to comply with the requirements for capital assistance
7 from the Federal Railroad Administration (including doc-
8 uments prepared before the date of enactment of this Act)
9 may be used to satisfy the requirements for grant assist-
10 ance under section 5309 of title 49, United States Code.

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