

Subsec. (c)(2). Pub. L. 110-432, §501(a)(4), substituted “planning” for “development”.

2005—Pub. L. 109-59, §9001(a)(1)(A), substituted “development” for “planning” in section catchline.

Subsec. (a). Pub. L. 109-59, §9001(a)(1)(B), substituted “Development” for “Planning” in subsec. heading.

Subsec. (a)(1). Pub. L. 109-59, §9001(a)(1)(C), substituted “corridor development” for “corridor planning”.

Subsec. (b)(1). Pub. L. 109-59, §9001(a)(1)(D)(i), inserted “, or if it is an activity described in subparagraph (M)” after “high-speed rail improvements” in introductory provisions.

Pub. L. 109-59, §9001(a)(1)(C), substituted “corridor development” for “corridor planning” in two places in introductory provisions.

Subsec. (b)(1)(F). Pub. L. 109-59, §9001(a)(1)(C), substituted “corridor development” for “corridor planning”.

Subsec. (b)(1)(M). Pub. L. 109-59, §9001(a)(1)(D)(ii)–(iv), added subpar. (M).

Subsec. (b)(2). Pub. L. 109-59, §9001(a)(1)(C), substituted “corridor development” for “corridor planning”.

Subsec. (c)(2). Pub. L. 109-59, §9001(a)(1)(E), substituted “development” for “planning”.

#### Statutory Notes and Related Subsidiaries

##### CONGRESSIONAL FINDINGS; PURPOSE

Pub. L. 103-440, title I, §102, Nov. 2, 1994, 108 Stat. 4615, provided that:

“(a) FINDINGS.—The Congress finds that—

“(1) high-speed rail offers safe and efficient transportation in certain densely traveled corridors linking major metropolitan areas in the United States;

“(2) high-speed rail may have environmental advantages over certain other forms of intercity transportation;

“(3) Amtrak’s Metroliner service between Washington, District of Columbia, and New York, New York, the United States premier high-speed rail service, has shown that Americans will use high-speed rail when that transportation option is available;

“(4) new high-speed rail service should not receive Federal subsidies for operating and maintenance expenses;

“(5) State and local governments should take the prime responsibility for the development and implementation of high-speed rail service;

“(6) the private sector should participate in funding the development of high-speed rail systems;

“(7) in some intercity corridors, Federal planning assistance may be required to supplement the funding commitments of State and local governments and the private sector to ensure the adequate planning, including reasonable estimates of the costs and benefits, of high-speed rail systems;

“(8) improvement of existing technologies can facilitate the development of high-speed rail systems in the United States; and

“(9) Federal assistance is required for the improvement, adaptation, and integration of proven technologies for commercial application in high-speed rail service in the United States.

“(b) PURPOSE.—The purpose of this title [see Short Title of 1994 Amendment note set out under section 20101 of this title] is to encourage farsighted State, local, and private efforts in the analysis and planning for high-speed rail systems in appropriate intercity corridors.”

#### § 26102. High-speed rail technology improvements

(a) AUTHORITY.—The Secretary may undertake activities for the improvement, adaptation, and integration of proven technologies for commercial application in high-speed rail service in the United States.

(b) ELIGIBLE RECIPIENTS.—In carrying out activities authorized by subsection (a), the Secretary may provide financial assistance to any United States private business, educational institution located in the United States, State or local government or public authority, or agency of the Federal Government.

(c) CONSULTATION WITH OTHER AGENCIES.—In carrying out activities authorized by subsection (a), the Secretary shall consult with such other governmental agencies as may be necessary concerning the availability of appropriate technologies for commercial application in high-speed rail service in the United States.

(Added Pub. L. 103-440, title I, §103(a)(2), Nov. 2, 1994, 108 Stat. 4617.)

#### Editorial Notes

##### PRIOR PROVISIONS

A prior section 26102 was renumbered section 28102 of this title.

#### § 26103. Safety regulations and evaluation

The Secretary—

(1) shall promulgate such safety regulations as may be necessary for high-speed rail services;

(2) shall, before promulgating such regulations, consult with developers of new high-speed rail technologies to develop a method for evaluating safety performance; and

(3) may solicit feedback from relevant safety experts or representatives of rail employees who perform work on similar technology or who may be expected to perform work on new technology, as appropriate.

(Added Pub. L. 103-440, title I, §103(a)(2), Nov. 2, 1994, 108 Stat. 4618; amended Pub. L. 117-58, div. B, title II, §22419(a), Nov. 15, 2021, 135 Stat. 749.)

#### Editorial Notes

##### AMENDMENTS

2021—Pub. L. 117-58 amended section generally. Prior to amendment, text read as follows: “The Secretary shall promulgate such safety regulations as may be necessary for high-speed rail services.”

#### § 26104. Authorization of appropriations

(a) FISCAL YEARS 2006 THROUGH 2013.—There are authorized to be appropriated to the Secretary—

(1) \$30,000,000 for carrying out section 26101; and

(2) \$30,000,000 for carrying out section 26102,

for each of the fiscal years 2006 through 2013.

(b) FUNDS TO REMAIN AVAILABLE.—Funds made available under this section shall remain available until expended.

(Added Pub. L. 103-440, title I, §103(a)(2), Nov. 2, 1994, 108 Stat. 4618; amended Pub. L. 105-178, title VII, §7201(a), June 9, 1998, 112 Stat. 469; Pub. L. 109-59, title IX, §9001(b), Aug. 10, 2005, 119 Stat. 1919; Pub. L. 110-432, div. B, title V, §501(b), Oct. 16, 2008, 122 Stat. 4960.)

#### Editorial Notes

##### AMENDMENTS

2008—Subsec. (a)(1). Pub. L. 110-432 substituted “\$30,000,000” for “\$70,000,000”.