

Congress of the United States
Washington, DC 20515

June 2, 2021

The Honorable Peter DeFazio
Chairman
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Sam Graves
Ranking Member
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chairman DeFazio,

We are writing you to request that you and the Transportation and Infrastructure Committee strongly consider the inclusion of authorization for North Atlantic Rail Corporation (NARC), in the surface transportation reauthorization. This authorization will be the delivery vehicle for the North Atlantic Rail (NAR) Network, a bold transportation infrastructure project under consideration for the New York/New England region. The North Atlantic Rail Network will be the nation's first integrated high-speed, high performance and regional rail network, serving the seven-state New York/New England region. It can serve as a prototype for new 21st century rail networks in the nation's other megaregions.

At the heart of this authorization is a ***high-speed rail spine (150-200 plus mph)*** providing 100-minute service between New York City and Boston, via Providence, Hartford, New Haven and Long Island. Linked to this spine will be a network of ***high performance (110-120 mph) intercity rail links*** connecting all of New England's mid-sized cities and Long Island's major centers to each other and to New York and Boston. Finally, a major ***upgrade and electrification of the regional rail networks serving metro Boston and New York*** will round out this proposed network.

This proposed network will underpin the continued growth and prosperity of the seven-state region for decades to come. This region has long been one of America's economic engines, with 11% of the nation's population and 14% of its economy. NAR will address the severe and growing highway, rail and air congestion that is undermining the vitality of the region's innovation and technology sectors, which will be essential to America's continued global economic competitiveness in decades to come. At the same time NAR will also allow the region to achieve a broad range of climate, racial and economic justice and short- and long-term job creation goals that are high priorities for the Biden Administration. We will connect the research centers of the region to unite communities and regions disconnected or under-connected in the states and across the North Atlantic.

North Atlantic Rail Corporation, with a singular focus on delivering this major northeast rail investment, is well positioned to complete this ambitious program on-time and on-budget, underpinning the region's competitiveness and mobility and enabling it to dramatically reduce carbon production by the end of this decade. The role of NARC to deliver this network and ensure its completion is integral to the success of this project. NARC looks to augment the services and oversight/responsibilities of Amtrak to deliver this project – allowing Amtrak to focus on national state of good repair backlogs and national expansion projects. Upon completion of these investments NARC will transfer completed assets to Amtrak the states and other operating entities and cease operations. NARC will coordinate its activities closely with Amtrak, the Federal Railroad Administration, Northeast Corridor Commission, the New York and New

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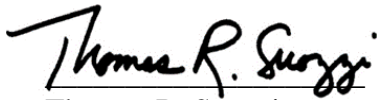
England state DOT's, and the NY MTA and Massachusetts MBTA to design and build this high-performance, integrated rail network.

President Biden has called for making strategic transformative infrastructure investments that can enable America to compete with China, create jobs for workers and transform the economy of communities that have been left behind. He has also called for a 50% reduction in carbon by 2030 and North Atlantic Rail will enable the country to achieve these necessary goals. It will connect the critical advanced technology and life science engines of the economy in the region that contribute in excess of 14% of our nation's GNP. We strongly believe that we must seize this moment to do more than maintain a state of good repair or make incremental improvements to the existing rail system.

We request that the authorization language for this new entity be included in the reauthorization of surface transportation. This is the moment to make investments that will result in transformative change for generations to come. We appreciate your consideration of NARC authorizing text and look forward to supporting your efforts to advance transformative infrastructure legislation.

Thank you for your consideration.

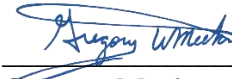
Sincerely,



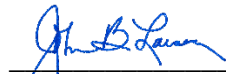
Thomas R. Suozzi
Member of Congress



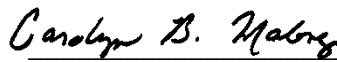
Richard E. Neal
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Gregory Meeks
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John Larson
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Carolyn B. Maloney
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Seth Moulton
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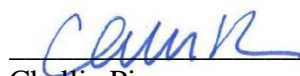
Stephen F. Lynch
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David N. Cicilline
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William R. Keating
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Chris Pappas
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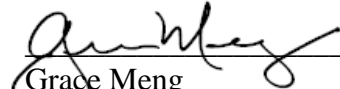


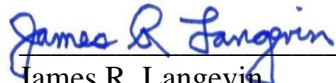
Lori Trahan
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Jake Auchincloss
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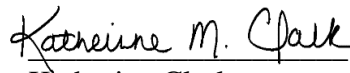

Grace Meng
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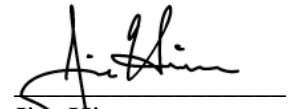

James R. Langevin
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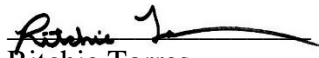

James P. McGovern
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Katherine Clark
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Jim Himes
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Ritchie Torres
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