

[DISCUSSION DRAFT]

JUNE 15, 2011

112TH CONGRESS
1ST SESSION

H. R. _____

To develop high-speed rail in the Northeast Corridor through a public-private partnership, and to encourage private sector competition on intercity passenger rail corridors.

IN THE HOUSE OF REPRESENTATIVES

Mr. MICA (for himself and Mr. SHUSTER) introduced the following bill; which was referred to the Committee on _____

A BILL

To develop high-speed rail in the Northeast Corridor through a public-private partnership, and to encourage private sector competition on intercity passenger rail corridors.

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; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
5 “Competition for Intercity Passenger Rail in America Act
6 of 2011”.

1 (b) TABLE OF CONTENTS.—The table of contents of
2 this Act is as follows:

Sec. 1. Short title; table of contents.

TITLE I—NORTHEAST CORRIDOR PASSENGER RAIL COMPETITION

- Sec. 101. Purposes.
- Sec. 102. Redemption of common stock.
- Sec. 103. Transfer of assets.
- Sec. 104. Northeast Corridor Executive Committee.
- Sec. 105. Phase-out of Amtrak’s general authority for the Northeast Corridor.
- Sec. 106. Performance standards.
- Sec. 107. Solicitation and selection of proposals.
- Sec. 108. Lease agreement.
- Sec. 109. Funding.
- Sec. 110. Employees.
- Sec. 111. Applicability of subtitle IV.

TITLE II—INTERCITY PASSENGER RAIL COMPETITION

- Sec. 201. Definitions.
- Sec. 202. Authority to participate in program.
- Sec. 203. Disposition of Federal subsidies.
- Sec. 204. Competitive procurement process.
- Sec. 205. Performance standards; access to facilities; employees.
- Sec. 206. Access rights to track.
- Sec. 207. Accounting of costs.
- Sec. 208. Advisory Commission.
- Sec. 209. Applicability of subtitle IV.

TITLE III—LONG-DISTANCE PASSENGER RAIL COMPETITION

- Sec. 301. Long-distance routes alternative passenger rail service.

3 **TITLE I—NORTHEAST CORRIDOR**
4 **PASSENGER RAIL COMPETITION**

5 **SEC. 101. PURPOSES.**

6 The purposes of this title are to—

- 7 (1) preserve and expand intercity passenger rail
- 8 service in the Northeast Corridor between the Dis-
- 9 trict of Columbia and Boston, Massachusetts, in a
- 10 manner that is driven by sound economics;

1 (2) allow the development of real high-speed
2 rail service in the Northeast Corridor that will de-
3 crease road and air congestion and delay;

4 (3) encourage intermodal connectivity between
5 intercity passenger rail and other transportation
6 modes at stations to make intercity passenger rail
7 service more effective and attractive to riders;

8 (4) leverage Federal financial support with pri-
9 vate sector investment in rail infrastructure capital
10 improvements and value capture strategies that
11 produce revenue streams to support intercity pas-
12 senger rail; and

13 (5) create an effective public-private partner-
14 ship to manage the capital assets and operations of
15 intercity passenger rail service on the Northeast
16 Corridor.

17 **SEC. 102. REDEMPTION OF COMMON STOCK.**

18 (a) VALUATION.—The Secretary of Transportation
19 shall arrange, at Amtrak's expense, for a valuation of all
20 assets and liabilities of Amtrak to be performed by the
21 Secretary of the Treasury, or by a contractor selected by
22 the Secretary of the Treasury. Such valuation shall be con-
23 ducted in accordance with criteria and requirements to be
24 determined by the Secretary of Transportation, in such

1 Secretary's discretion, and shall be completed not later
2 than 30 days after the date of enactment of this Act.

3 (b) REDEMPTION.—(1) Prior to the transfer of assets
4 to the Secretary required by section 103, and not later
5 than 90 days after the date of enactment of this Act, Am-
6 trak shall redeem all common stock in Amtrak issued prior
7 to the date of enactment of this Act at the book value
8 of such stock, based on the valuation performed under
9 subsection (a).

10 (2) No provision of this title, or amendments made
11 by this title, provide to the owners of the common stock
12 a priority over holders of indebtedness or other stock of
13 Amtrak.

14 (c) ACQUISITION THROUGH EMINENT DOMAIN.—In
15 the event that Amtrak and the owners of its common stock
16 have not completed the redemption of such stock by 90
17 days after the date of enactment of this Act, Amtrak shall
18 exercise the eminent domain provisions contained in sec-
19 tion 24311 of title 49, United States Code, as amended
20 by this section, to acquire that stock. The valuation per-
21 formed under subsection (a) shall be deemed to constitute
22 just compensation except to the extent that the owners
23 of the common stock demonstrate that the valuation is less
24 than the constitutional minimum value of the stock.

1 (d) AMENDMENT.—Section 24311 of title 49, United
2 States Code, is amended—

3 (1) by striking “or” at the end of subsection
4 (a)(1)(A);

5 (2) by striking the period at the end of sub-
6 section (a)(1)(B) and inserting “; or”; and

7 (3) by inserting the following after subsection
8 (a)(1)(B):

9 “(C) necessary to redeem Amtrak’s common
10 stock from any holder thereof, including a rail car-
11 rier.”.

12 (e) CONVERSION OF PREFERRED STOCK TO COM-
13 MON.—(1) Subsequent to the redemption of the common
14 stock in Amtrak issued prior to the date of enactment of
15 this Act, the Secretary of Transportation shall convert the
16 one share of the preferred stock of Amtrak retained under
17 section 103 of this Act for 10 shares of common stock
18 in Amtrak.

19 (2) Amtrak shall not issue any other common stock
20 without the express written consent of the Secretary of
21 Transportation.

22 **SEC. 103. TRANSFER OF ASSETS.**

23 (a) TRANSFER.—(1) Not later than 90 days after
24 completion of the redemption or acquisition specified
25 under section 102 of this Act, Amtrak shall, in return for

1 the consideration specified in subsection (c), transfer to
2 the Secretary of Transportation title to—

3 (A) the portions of the Northeast Corridor be-
4 tween Boston, Massachusetts, and the District of
5 Columbia (including the route to Springfield, Massa-
6 chusetts, the route to Harrisburg, Pennsylvania, and
7 portions of the route to Albany, New York, from the
8 Northeast Corridor mainline) currently owned or
9 leased by Amtrak under the note and mortgage de-
10 scribed in section 24907 of title 49, United States
11 Code, as well as any improvements made to those
12 assets, including the rail right-of-way, stations,
13 track, signal equipment, electric traction facilities,
14 bridges, tunnels, and all other improvements owned
15 or leased by Amtrak between Boston, Massachusetts,
16 and the District of Columbia (including the route to
17 Springfield, Massachusetts, the route to Harrisburg,
18 Pennsylvania, and portions of the route to Albany,
19 New York, from the Northeast Corridor mainline);
20 and

21 (B) all rolling stock and other equipment nec-
22 essary to support intercity passenger rail service on
23 the properties described in subparagraph (A) at the
24 level in effect as of the date of enactment of this
25 Act.

1 (2) The rolling stock and equipment to be included
2 in the transfer required under paragraph (1)(B) shall be
3 determined through negotiation between Amtrak and the
4 Secretary of Transportation, with any dispute being re-
5 solved by the Inspector General of the Department of
6 Transportation.

7 (3) The Secretary shall submit a report to the Com-
8 mittee on Transportation and Infrastructure of the House
9 of Representatives and the Committee on Commerce,
10 Science, and Transportation of the Senate 180 days after
11 the transfer of property that details an inventory of all
12 assets transferred from Amtrak to the Secretary under
13 this section.

14 (b) **EXISTING ENCUMBRANCES.**—(1) Notwith-
15 standing the transfer of any assets under subsection (a)
16 that Amtrak has provided as security or collateral for a
17 debt entered into prior to the date of enactment of this
18 Act, Amtrak shall remain liable for the debt secured by
19 those assets.

20 (2) The obligation of Amtrak to repay in full any in-
21 debtedness to the United States is not affected by this
22 title or an amendment made by this title.

23 (c) **CONSIDERATION.**—In consideration for the assets
24 transferred to the Secretary under subsection (a), the Sec-
25 retary shall—

1 (1) deliver to Amtrak all but one share of the
2 preferred stock of Amtrak held by the Secretary and
3 forgive Amtrak's legal obligation to pay any divi-
4 dends, including accrued but unpaid dividends as of
5 the date of transfer, evidenced by the preferred
6 stock certificates; and

7 (2) release Amtrak from all mortgages and
8 liens held by the Secretary.

9 (d) AGREEMENT.—(1) Prior to accepting title to the
10 assets transferred under this section, the Secretary shall
11 enter into an agreement with Amtrak under which Amtrak
12 will exercise on behalf of the Secretary care, custody, and
13 control of the assets to be transferred until a contract
14 takes effect under section 108(b).

15 (2) The agreement entered into under paragraph (1)
16 shall identify in detail the specific functions of Amtrak's
17 employees and equipment, and the specific numbers and
18 locations of the employees and equipment associated with
19 each function, that would be needed for continuation of
20 commuter and freight rail service in the event that Amtrak
21 were to cease operation, and identify those actions that
22 would be required to ensure that such functions can be
23 continued on an interim basis to avoid any interruption
24 in commuter or freight rail service on the Northeast Cor-
25 ridor.

1 (e) FURTHER TRANSFERS.—The Secretary may, for
2 appropriate consideration, transfer to the underlying
3 States title to real estate properties previously owned by
4 Amtrak that constitute the route to Springfield, Massa-
5 chusetts, the route to Harrisburg, Pennsylvania, and por-
6 tions of the route to Albany, New York, from the North-
7 east Corridor mainline.

8 **SEC. 104. NORTHEAST CORRIDOR EXECUTIVE COMMITTEE.**

9 (a) COMMITTEE.—

10 (1) AMENDMENT.—Chapter 249 of title 49,
11 United States Code, is amended by inserting after
12 section 24902 the following new section:

13 **“§ 24903. Northeast Corridor Executive Committee**

14 **“(a) NORTHEAST CORRIDOR EXECUTIVE COM-**
15 **MITTEE.—**

16 **“(1) ESTABLISHMENT.—**Not later than 180
17 days after the date of enactment of the Competition
18 for Intercity Passenger Rail in America Act of 2011,
19 the Secretary of Transportation shall establish a
20 Northeast Corridor Executive Committee to—

21 **“(A)** manage the infrastructure and inter-
22 city passenger rail operations of the main line
23 of the Northeast Corridor between the District
24 of Columbia and Boston, Massachusetts; and

1 “(B) promote mutual cooperation and
2 planning pertaining to the rail operations and
3 related activities of the Northeast Corridor.

4 “(2) MEMBERSHIP.—The Northeast Corridor
5 Executive Committee shall consist of the following
6 members:

7 “(A) The Secretary of Transportation.

8 “(B) 1 member representing the States
9 (including the District of Columbia) that con-
10 stitute the Northeast Corridor as defined in sec-
11 tion 24102, designated by a majority vote of
12 the Governors of the States (and the Mayor of
13 the District of Columbia) that constitute the
14 Northeast Corridor.

15 “(C) 2 members, one appointed by the
16 Speaker of the House of Representatives and
17 one by the majority leader of the Senate, who
18 have general business and financial experience
19 and experience or qualifications in transpor-
20 tation, with specific railroad-related experience,
21 neither of whom may be a current Federal or
22 State government employee.

23 “(D) 1 member, selected by a majority of
24 the voting members of the Northeast Corridor
25 Infrastructure and Operations Advisory Com-

1 mission, who is a public-private partnership ex-
2 pert with general business and financial experi-
3 ence, experience or qualifications in transpor-
4 tation, and extensive experience in public-pri-
5 vate partnerships, and who is not a current
6 Federal or State government employee.

7 “(3) TERMS.—An individual appointed under
8 paragraph (2)(B), (C), or (D) shall be appointed for
9 a term of 5 years. Such term may be extended until
10 the individual’s successor is appointed and qualified.
11 An individual may serve for more than 1 term.

12 “(4) DETAIL OF PERSONNEL; ADMINISTRATIVE
13 EXPENSES.—Upon request of the Northeast Cor-
14 ridor Executive Committee—

15 “(A) the head of any department or agency
16 of the United States may detail any of the per-
17 sonnel of that department or agency to the Ex-
18 ecutive Committee to assist in it carrying out
19 its duties; and

20 “(B) the Secretary of Transportation shall
21 provide administrative support to the Executive
22 Committee until the Executive Committee is
23 able to provide its own such support through a
24 contract entered into under section 108(b) of

1 the Competition for Intercity Passenger Rail in
2 America Act of 2011.

3 “(5) CONSULTATION.—The Northeast Corridor
4 Executive Committee shall consult with other enti-
5 ties as appropriate.

6 “(b) GENERAL AUTHORITIES.—To carry out its du-
7 ties, the Northeast Corridor Executive Committee may—

8 “(1) acquire, maintain, and dispose of any in-
9 terest in property used to provide improved high-
10 speed rail transportation under section 24902;

11 “(2) acquire, by condemnation or otherwise,
12 any interest in real property that the Northeast Cor-
13 ridor Executive Committee considers necessary to
14 carry out the goals of section 24902;

15 “(3) provide for rail freight, intercity passenger
16 rail, and commuter passenger rail transportation
17 over property acquired under this section;

18 “(4) improve rail rights of way between Boston,
19 Massachusetts, and the District of Columbia to
20 achieve the goals of section 24902 of providing im-
21 proved high-speed rail passenger transportation be-
22 tween Boston, Massachusetts, and the District of
23 Columbia, and intermediate intercity markets;

24 “(5) acquire, build, improve, and install pas-
25 senger stations, communications and electric power

1 facilities and equipment, public and private highway
2 and pedestrian crossings, and other facilities and
3 equipment necessary to provide improved high-speed
4 rail passenger transportation over rights of way im-
5 proved under paragraph (4); and

6 “(6) make agreements with other carriers and
7 commuter authorities to grant, acquire, or make ar-
8 rangements for rail freight or commuter rail pas-
9 senger transportation over, rights of way and facili-
10 ties on the Northeast Corridor.

11 “(c) COMPENSATORY AGREEMENTS.—Rail freight
12 and commuter passenger rail transportation provided
13 under subsection (b)(3) shall be provided under compen-
14 satory agreements with the responsible carriers.

15 “(d) COMPENSATION FOR TRANSPORTATION OVER
16 CERTAIN RIGHTS OF WAY AND FACILITIES.—(1) An
17 agreement under subsection (b)(6) shall provide for rea-
18 sonable reimbursement of costs but may not cross-sub-
19 sidize intercity passenger rail, commuter passenger rail,
20 and rail freight transportation.

21 “(2) If the parties do not agree, the Surface Trans-
22 portation Board shall order that transportation described
23 in subsection (b)(6) continue over the Northeast Corridor
24 and shall determine compensation (without allowing cross-
25 subsidization among commuter passenger rail, intercity

1 passenger rail, and rail freight transportation) for such
2 transportation not later than 120 days after the dispute
3 is submitted. The Surface Transportation Board shall as-
4 sign to a rail carrier obtaining transportation under this
5 subsection the costs the Northeast Corridor Executive
6 Committee incurs only for the benefit of the carrier, plus
7 a proportionate share of all other costs of providing trans-
8 portation under this paragraph incurred for the common
9 benefit of the Northeast Corridor Executive Committee
10 and the carrier. The proportionate share shall be based
11 on relative measures of volume of car operations, tonnage,
12 or other factors that reasonably reflect the relative use of
13 rail property covered by this subsection.

14 “(3) This subsection does not prevent the parties
15 from making an agreement under subsection (b)(6) after
16 the Surface Transportation Board makes a decision under
17 this subsection.”.

18 (2) TABLE OF SECTIONS.—The table of sections
19 for chapter 249 of title 49, United States Code, is
20 amended by inserting after the item relating to sec-
21 tion 24902 the following new item:

“24903. Northeast Corridor Executive Committee.”.

22 (b) GOALS AND REQUIREMENTS.—

23 (1) AMENDMENT.—Section 24902 of title 49,
24 United States Code, is amended to read as follows:

1 **“§ 24902. Goals and requirements**

2 “(a) MANAGING COSTS AND REVENUES.—The
3 Northeast Corridor Executive Committee shall manage op-
4 erating costs, pricing policies, and other factors with re-
5 spect to the Northeast Corridor, with the goal of having
6 revenues derived each fiscal year from providing intercity
7 rail passenger transportation over the Northeast Corridor
8 route between the District of Columbia and Boston, Mas-
9 sachusetts, equal at least the operating costs of providing
10 that transportation in that fiscal year and some level of
11 operating profit that shall be reinvested in capital im-
12 provements on the Northeast Corridor.

13 “(b) PRIORITIES IN SELECTING AND SCHEDULING
14 PROJECTS.—When selecting and scheduling specific
15 projects, the Northeast Corridor Executive Committee
16 shall apply the following considerations, in the following
17 order of priority:

18 “(1) Safety-related items should be completed
19 before other items because the safety of the pas-
20 sengers and users of the Northeast Corridor is para-
21 mount.

22 “(2) Activities that benefit the greatest number
23 of passengers should be completed before activities
24 involving fewer passengers.

25 “(3) Reliability of intercity rail passenger trans-
26 portation must be emphasized.

1 “(4) Trip-time requirements of this section
2 must be achieved to the extent compatible with the
3 priorities referred to in paragraphs (1) through (3)
4 of this subsection.

5 “(5) Improvements that will pay for the invest-
6 ment by achieving lower operating or maintenance
7 costs should be carried out before other improve-
8 ments.

9 “(6) Construction operations should be sched-
10 uled so that the fewest possible passengers are in-
11 convenienced, transportation is maintained, and the
12 on-time performance of Northeast Corridor com-
13 muter rail passenger and rail freight transportation
14 is optimized.

15 “(7) Planning should focus on completing ac-
16 tivities that will provide immediate benefits to users
17 of the Northeast Corridor.

18 “(c) AUTOMATIC TRAIN CONTROL SYSTEMS.—A
19 train operating on the Northeast Corridor main line shall
20 be equipped with an automatic train control system de-
21 signed to slow or stop the train in response to an external
22 signal.

23 “(d) HIGH-SPEED TRANSPORTATION.—The North-
24 east Corridor Executive Committee shall enter into con-
25 tractual agreements that support the establishment of

1 high-speed rail, as defined in section 26105, on the North-
2 east Corridor route between the District of Columbia and
3 Boston, Massachusetts.

4 “(e) AGREEMENTS FOR OFF-CORRIDOR ROUTING OF
5 RAIL FREIGHT TRANSPORTATION.—(1) The Northeast
6 Corridor Executive Committee may make an agreement
7 with a rail freight carrier or a regional transportation au-
8 thority under which the carrier will carry out an alternate
9 off-corridor routing of rail freight transportation over rail
10 lines in the Northeast Corridor between the District of Co-
11 lumbia and New York metropolitan areas, including inter-
12 mediate points. The agreement shall be for at least 5
13 years.

14 “(2) The Northeast Corridor Executive Committee
15 shall apply to the Surface Transportation Board for ap-
16 proval of the agreement and all related agreements accom-
17 panying the application as soon as the agreement is made.
18 If the Board finds that approval is necessary to carry out
19 this chapter, the Board shall approve the application and
20 related agreements not later than 90 days after receiving
21 the application.

22 “(3) If an agreement is not made under paragraph
23 (1) of this subsection, the Northeast Corridor Executive
24 Committee, with the consent of the other parties, may
25 apply to the Surface Transportation Board. Not later than

1 90 days after the application, the Board shall decide on
2 the terms of an agreement if it decides that doing so is
3 necessary to carry out this chapter. The decision of the
4 Board is binding on the other parties.

5 “(f) COORDINATION.—(1) The Secretary of Trans-
6 portation shall coordinate—

7 “(A) transportation programs related to the
8 Northeast Corridor to ensure that the programs are
9 integrated and consistent with high-speed and inter-
10 city passenger rail operations on the Northeast Cor-
11 ridor; and

12 “(B) amounts from departments, agencies, and
13 instrumentalities of the Government to achieve
14 urban redevelopment and revitalization in the vicin-
15 ity of urban rail stations in the Northeast Corridor
16 served by intercity and commuter rail passenger
17 transportation.

18 “(2) If the Secretary finds significant noncompliance
19 with this section, the Secretary may deny financing to a
20 noncomplying program until the noncompliance is cor-
21 rected.

22 “(g) APPLICABLE PROCEDURES.—No State or local
23 building, zoning, subdivision, or similar or related law, nor
24 any other State or local law from which a project would
25 be exempt if undertaken by the Federal Government or

1 an agency thereof within a Federal enclave wherein Fed-
2 eral jurisdiction is exclusive, including without limitation
3 with respect to all such laws referenced herein above re-
4 quirements for permits, actions, approvals or filings, shall
5 apply in connection with the construction, ownership, use,
6 operation, financing, leasing, conveying, mortgaging or en-
7 forcing a mortgage of—

8 “(1) any improvement undertaken by or for the
9 benefit of the Northeast Corridor Executive Com-
10 mittee as part of, or in furtherance of, intercity pas-
11 senger rail improvements on the Northeast Corridor
12 between the District of Columbia and Boston, Mas-
13 sachusetts (including without limitation mainte-
14 nance, service, inspection or similar facilities ac-
15 quired, constructed or used for high speed trainsets);
16 or

17 “(2) any land (and right, title or interest cre-
18 ated with respect thereto) on which such improve-
19 ment is located and adjoining, surrounding or any
20 related land.

21 These exemptions shall remain in effect and be applicable
22 with respect to such land and improvements for the benefit
23 of any mortgagee before, upon and after coming into pos-
24 session of such improvements or land, any third party pur-
25 chasers thereof in foreclosure (or through a deed in lieu

1 of foreclosure), and their respective successors and as-
2 signs, in each case to the extent the land or improvements
3 are used, or held for use, for railroad purposes or purposes
4 accessory thereto.”.

5 (2) EFFECTIVE DATE.—The amendment made
6 by paragraph (1) shall take effect on the date that
7 a lease agreement is entered into under section
8 108(a) of this Act.

9 **SEC. 105. PHASE-OUT OF AMTRAK’S GENERAL AUTHORITY**
10 **FOR THE NORTHEAST CORRIDOR.**

11 Section 24904 of title 49, United States Code, is re-
12 pealed, except that Amtrak may continue to exercise the
13 authorities granted thereunder until a contract takes ef-
14 fect under section 108(b) of this Act.

15 **SEC. 106. PERFORMANCE STANDARDS.**

16 Expressions of interest and detailed proposals sub-
17 mitted under section 107 shall ensure that, on the main
18 line of the Northeast Corridor between the District of Co-
19 lumbia and Boston, Massachusetts, the following perform-
20 ance standards are met or exceeded:

21 (1) COMMUTER RAIL.—Commuter rail services
22 dependent upon rail access, maintenance, and dis-
23 patching, shall be continued at no less than the lev-
24 els of service in effect as of the date of enactment
25 of this Act.

1 (2) FREIGHT RAIL.—Freight rail services de-
2 pendent upon rail access, maintenance, and dis-
3 patching shall be continued at no less than the levels
4 of service in effect as of the date of enactment of
5 this Act.

6 (3) HIGH-SPEED RAIL.—Express intercity pas-
7 senger rail service between the District of Columbia
8 and New York City shall achieve 2-hours or less one-
9 way trip time, and express intercity passenger rail
10 service between New York City and Boston, Massa-
11 chusetts, shall achieve 2.5-hours or less one-way trip
12 time.

13 (4) INTERCITY RAIL FREQUENCY.—Frequency
14 of intercity passenger rail service shall be increased
15 to not less than twice the number of train move-
16 ments in effect as of the date of enactment of this
17 Act.

18 (5) PROJECT COMPLETION.—The time to com-
19 plete the entire proposed project, including all plan-
20 ning, engineering, construction, and the commence-
21 ment of operational activities described in the pro-
22 posal, shall not exceed 10 years after the date of en-
23 actment of this Act.

1 **SEC. 107. SOLICITATION AND SELECTION OF PROPOSALS.**

2 (a) IN GENERAL.—Not later than 30 days after the
3 date of enactment of this Act, the Secretary of Transpor-
4 tation shall issue a request for expressions of interest from
5 entities, including consortia or teams of private companies,
6 that demonstrate the entity’s technical and financial ca-
7 pacity to submit a substantive and responsive proposal to
8 finance, design, build, operate, and maintain intercity pas-
9 senger rail service, including high-speed rail service, on the
10 main line of the Northeast Corridor between the District
11 of Columbia and Boston, Massachusetts, in a manner that
12 meets or exceeds the performance standards described in
13 section 106. Entities shall prepare and submit such ex-
14 pressions of interest not later than 150 days after the date
15 of enactment of this Act.

16 (b) CONTENTS.—An expression of interest submitted
17 under subsection (a) shall include—

18 (1) information about the persons or companies
19 submitting the expression of interest, including in-
20 formation describing the technical qualifications of
21 such persons or companies to finance, design, con-
22 struct, operate, and maintain the railroad, railroad
23 equipment, and related facilities, stations, and infra-
24 structure;

25 (2) a description of the proposed rail service,
26 including possible routes, required infrastructure in-

1 vestments and improvements, equipment needs and
2 type, train frequencies, peak and average operating
3 speeds, and trip times;

4 (3) a description of how the project would com-
5 ply with Federal rail safety and security laws, or-
6 ders, and regulations, including those governing
7 high-speed rail operations;

8 (4) a financing plan identifying—

9 (A) the amount and proposed source of
10 any requested Federal, State, or local public
11 contribution toward the project;

12 (B) the amount and proposed source of
13 private sector funding or financing toward the
14 project; and

15 (C) the anticipated annual operations and
16 capital costs for the project, and revenues asso-
17 ciated with the project through farebox recov-
18 ery, value capture strategies, use of infrastruc-
19 ture, or other means; and

20 (5) a statement describing the preferred struc-
21 ture of the public-private partnership between the
22 person or companies and the Northeast Corridor Ex-
23 ecutive Committee, including supporting reasons for
24 such preference.

25 (c) EVALUATION AND SELECTION.—

1 (1) IN GENERAL.—Not later than 240 days
2 after the date of enactment of this Act, the Sec-
3 retary of Transportation shall, after evaluating the
4 expressions of interest submitted by entities under
5 subsection (a), submit a report to the Committee on
6 Transportation and Infrastructure of the House of
7 Representatives and the Committee on Commerce,
8 Science, and Transportation of the Senate that—

9 (A) describes the public-private partner-
10 ship structure that will be utilized to finance,
11 design, build, operate, and maintain intercity
12 passenger rail service, including high-speed rail
13 service, on the main line of the Northeast Cor-
14 ridor between the District of Columbia and
15 Boston, Massachusetts, in a manner that meets
16 or exceeds the performance standards described
17 in section 106; and

18 (B) selects 2 or 3 entities to be awarded
19 \$2,000,000 each from available Federal Rail-
20 road Administration funds for the purpose of
21 preparing detailed proposals under the selected
22 public-private partnership structure.

23 (2) EVALUATION CRITERIA.—The Secretary
24 shall make the selection described in paragraph
25 (1)(B) among the expressions of interest submitted

1 by entities based an analysis of which submissions
2 best meet on the following criteria:

3 (A) The expression of interest indicates
4 that the project will successfully meet or exceed
5 the performance standards under section 106.

6 (B) The expression of interest incorporates
7 the greatest amount of private sector financing.

8 (C) The expression of interest incorporates
9 the least amount of Federal support.

10 (D) The expression of interest is based on
11 a public-private partnership structure that
12 closely aligns with the structure selected by the
13 Secretary under paragraph (1)(A).

14 (d) DETAILED PROPOSALS.—Not later than 1 year
15 after the date of enactment of this Act, the Northeast Cor-
16 ridor Executive Committee shall accept detailed proposals
17 from entities to finance, design, build, operate, and main-
18 tain intercity passenger rail service, including high-speed
19 rail service, on the main line of the Northeast Corridor
20 between the District of Columbia and Boston, Massachu-
21 setts, in a manner that meets or exceeds the performance
22 standards described in section 106.

23 (e) SELECTION AND REPORT.—Not later than 90
24 days after receiving the detailed proposals submitted
25 under subsection (d), the Northeast Corridor Executive

1 Committee shall select the best proposal and submit to
2 the Committee on Transportation and Infrastructure of
3 the House of Representatives and the Committee on Com-
4 merce, Science, and Transportation of the Senate a report
5 that—

6 (1) identifies the selected proposal;

7 (2) includes an implementation plan to put in
8 place the public-private partnership structure out-
9 lined in the selected proposal; and

10 (3) explains why that proposal was selected
11 rather than the other submitted proposals.

12 **SEC. 108. LEASE AGREEMENT.**

13 (a) IMPLEMENTATION OF PUBLIC-PRIVATE PART-
14 NERSHIP.—Not later than 90 days after the Northeast
15 Corridor Executive Committee submits the report under
16 section 107(e), the Secretary of Transportation shall im-
17 plement the public-private partnership structure described
18 under section 107(c)(1)(A) and shall enter into a lease
19 agreement with the Northeast Corridor Executive Com-
20 mittee for a period not to exceed 99 years for management
21 of the infrastructure of and intercity passenger rail oper-
22 ations on the main line of the Northeast Corridor between
23 the District of Columbia and Boston, Massachusetts.

24 (b) CONTRACT.—Upon the effective date of the lease
25 agreement entered into under subsection (a), the North-

1 east Corridor Executive Committee shall enter into a con-
2 tract with the submitter of the proposal selected under
3 section 107(e) for carrying out such proposal.

4 **SEC. 109. FUNDING.**

5 (a) **TERMINATION OF AUTHORITY.**—After a lease
6 agreement described in section 108(a) has been entered
7 into, no further Federal funds shall be appropriated or
8 obligated to Amtrak for capital expenses or operating
9 grants with respect to the main line of the Northeast Cor-
10 ridor between the District of Columbia and Boston, Mas-
11 sachusetts.

12 (b) **TRANSFER OF AMOUNTS.**—Amtrak shall transfer
13 to the Secretary of Transportation all amounts appro-
14 priated by the Federal Government for the fiscal year in
15 which the lease agreement described in section 108(a) was
16 entered into that have been provided to Amtrak for capital
17 expenses or operating grants with respect to the main line
18 of the Northeast Corridor between the District of Colum-
19 bia and Boston, Massachusetts, and such amounts shall
20 be available to the Secretary for carrying out this title.

21 **SEC. 110. EMPLOYEES.**

22 (a) **OPERATORS DEEMED RAIL CARRIERS FOR CER-**
23 **TAIN PURPOSES.**—A person that conducts rail operations
24 over the main line of the Northeast Corridor between the
25 District of Columbia and Boston, Massachusetts, under a

1 public-private partnership structure implemented under
2 this title shall be considered a rail carrier only for pur-
3 poses of title 49, United States Code. Such rail carrier
4 shall enter into negotiations with representatives of its em-
5 ployees to establish appropriate labor protections and col-
6 lective bargaining rights.

7 (b) **HIRING PREFERENCE.**—A person that conducts
8 rail operations over the main line of the Northeast Cor-
9 ridor between the District of Columbia and Boston, Mas-
10 sachusetts, under a public-private partnership structure
11 implemented under this title shall provide hiring pref-
12 erence to qualified Amtrak employees displaced by the
13 award of a contract under section 108(b).

14 **SEC. 111. APPLICABILITY OF SUBTITLE IV.**

15 Subtitle IV of title 49, United States Code, shall not
16 apply to a person that conducts rail operations over the
17 main line of the Northeast Corridor between the District
18 of Columbia and Boston, Massachusetts, under a public-
19 private partnership structure implemented under this title
20 for such operations, except for sections 11123, 11301,
21 11322(a), 11502, and 11706.

22 **TITLE II—INTERCITY**
23 **PASSENGER RAIL COMPETITION**

24 **SEC. 201. DEFINITIONS.**

25 In this title:

1 (1) **ADVISORY COMMISSION.**—The term “Advi-
2 sory Commission” means the State-Supported
3 Routes Passenger Rail Competition Advisory Com-
4 mission established under section 208.

5 (2) **COVERED SERVICE.**—The term “covered
6 service” means any service applicable to a State-sup-
7 ported route, including maintenance of way, mainte-
8 nance of equipment, operation, sales and marketing,
9 scheduling, call centers, and onboard service, with
10 respect to which cost allocations have been estab-
11 lished pursuant to section 209 of the Passenger Rail
12 Investment and Improvement Act of 2008 (49
13 U.S.C. 24101 note).

14 (3) **ELIGIBLE PARTICIPANT.**—The term “eligi-
15 ble participant” means—

16 (A) a State that has participated in the
17 process to develop and implement a cost alloca-
18 tion methodology under section 209(a) of the
19 Passenger Rail Investment and Improvement
20 Act of 2008 (49 U.S.C. 24101 note);

21 (B) a group consisting solely of States de-
22 scribed in subparagraph (A);

23 (C) an Interstate Compact consisting solely
24 of States described in subparagraph (A); or

1 (D) a public agency established by one or
2 more of the States described in subparagraph
3 (A) and having responsibility for providing
4 intercity passenger rail service.

5 (4) PROGRAM PARTICIPANT.—The term “pro-
6 gram participant” means an eligible participant that
7 has entered into a competitive procurement process
8 under this title.

9 (5) RAIL CARRIER.—The term “rail carrier”
10 has the meaning given that term in section 10102(5)
11 of title 49, United States Code.

12 (6) STATE.—The term “State” includes the
13 District of Columbia.

14 (7) STATE-SUPPORTED ROUTE.—The term
15 “State-supported route” means a corridor or route
16 of not more than 750 miles between endpoints, oper-
17 ated by Amtrak or another rail carrier that receives
18 funds under chapter 244 of title 49, United States
19 Code, under a cost share agreement with a State, a
20 group of States, an Interstate Compact, or a public
21 agency established by one or more States and having
22 responsibility for providing intercity passenger rail
23 service.

1 **SEC. 202. AUTHORITY TO PARTICIPATE IN PROGRAM.**

2 (a) **AUTHORITY.**—Effective 1 year after the trans-
3 mittal to Congress of the report required under section
4 209(e) of the Passenger Rail Investment and Improve-
5 ment Act of 2008 (49 U.S.C. 24101 note), an eligible par-
6 ticipant may enter into a competitive procurement process
7 to select an entity to enter into a contract with for the
8 performance of one or more covered services under this
9 title.

10 (b) **REPORT TO CONGRESS.**—Section 209 of the Pas-
11 senger Rail Investment and Improvement Act of 2008 (49
12 U.S.C. 24101 note) is amended by adding at the end the
13 following new subsection:

14 “(e) **REPORT TO CONGRESS.**—Not later than 3 years
15 after the date of enactment of this Act, Amtrak and the
16 States (including the District of Columbia) participating
17 in the process described in subsection (a) shall transmit
18 to the Committee on Transportation and Infrastructure
19 and the Committee on Appropriations of the House of
20 Representatives, and to the Committee on Commerce,
21 Science, and Transportation and the Committee on Appro-
22 priations of the Senate, a report providing in detail oper-
23 ating and capital cost allocations for all State-supported
24 routes, using the methodology developed under this sec-
25 tion, including all cost categories.”.

1 (c) REVIEW.—Section 209(c) of the Passenger Rail
2 Investment and Improvement Act of 2008 (49 U.S.C.
3 24101 note) is amended by inserting “at least 12 of” after
4 “If Amtrak and”.

5 **SEC. 203. DISPOSITION OF FEDERAL SUBSIDIES.**

6 (a) IN GENERAL.—Effective upon notification to the
7 Secretary of Transportation that a program participant
8 has entered into a competitive procurement process under
9 this title, the portion of any Federal subsidy to Amtrak
10 that is attributable, under the methodology described in
11 section 202, to the State-supported route with respect to
12 which the competitive procurement applies shall be trans-
13 ferred to the program participant.

14 (b) COST SAVINGS.—If, as a result of cost savings
15 in the performance of covered services under a contract
16 entered into pursuant to this title, any amount transferred
17 under subsection (a) is not required for the performance
18 of such covered services, the program participant may re-
19 tain such excess amount, to remain available until ex-
20 pended, but may only use such amount for the purposes
21 of improvements to the State-supported route with respect
22 to which the covered services apply.

23 **SEC. 204. COMPETITIVE PROCUREMENT PROCESS.**

24 (a) ADVISORY COMMISSION RECOMMENDATIONS.—In
25 carrying out a competitive procurement process under this

1 title, including deciding what covered services to include
2 in such competitive procurement process, a program par-
3 ticipant shall take into consideration the recommendations
4 of the Advisory Commission.

5 (b) APPLICATION.—An entity seeking to perform cov-
6 ered services under a contract awarded pursuant to this
7 title shall submit an application to the program partici-
8 pant which shall include—

9 (1) a description of how the applicant intends
10 to perform the covered services;

11 (2) materials demonstrating the capability of
12 the applicant to perform the covered services in con-
13 formance with the requirements of this title;

14 (3) an identification of any property owned by
15 Amtrak that is or may be required for the perform-
16 ance of the covered services; and

17 (4) the amount and sources of non-Federal
18 funding the applicant will use to support the per-
19 formance of the covered services.

20 (c) SELECTION.—A program participant shall select
21 the winning applicant on the basis of the applications sub-
22 mitted under subsection (b), taking into consideration—

23 (1) the financial and performance metrics devel-
24 oped pursuant to section 207 of the Passenger Rail

1 Investment and Improvement Act of 2008 (49
2 U.S.C. 24101 note); and

3 (2) selection criteria recommended by the Advi-
4 sory Commission.

5 (d) AMTRAK AS SOLE APPLICANT.—If Amtrak is the
6 only applicant in a competitive procurement process en-
7 tered into under this title—

8 (1) the program participant shall promptly ter-
9 minate any additional procedures in the competitive
10 procurement process and declare Amtrak the win-
11 ning applicant; and

12 (2) the program participant may retain
13 amounts transferred to it under section 203(b) of
14 this Act.

15 **SEC. 205. PERFORMANCE STANDARDS; ACCESS TO FACILI-**
16 **TIES; EMPLOYEES.**

17 (a) CONTINUATION OF SERVICE.—A contract entered
18 into for provision of covered services pursuant to a com-
19 petitive procurement process under this title shall include
20 provisions to ensure that passenger rail service on the
21 State-supported route to which the covered service applies
22 shall be no less frequent, nor over a shorter distance, than
23 Amtrak provided on that route before the award.

24 (b) PERFORMANCE STANDARDS.—An entity selected
25 to receive a contract for provision of covered services pur-

1 suant to a competitive procurement process under this
2 title shall comply with the minimum standards established
3 under section 207 of the Passenger Rail Investment and
4 Improvement Act of 2008 (49 U.S.C. 24101 note) and
5 such additional performance standards as the program
6 participant may establish in the performance of such con-
7 tract.

8 (c) ACCESS TO FACILITIES AND EQUIPMENT.—

9 (1) REQUIREMENT.—The Federal Railroad Ad-
10 ministration shall, to the extent necessary to enable
11 the performance of covered services under a contract
12 entered into pursuant to this title, require Amtrak
13 to provide access to its reservation system, stations,
14 and facilities directly related to operations to any
15 rail carrier awarded such contract, in accordance
16 with section 217 of the Passenger Rail Investment
17 and Improvement Act of 2008 (49 U.S.C. 24101
18 note).

19 (2) AGREEMENT.—To the extent that an entity
20 identifies Amtrak equipment or rolling stock to be
21 required for the performance of the covered service
22 under subsection (b)(2), the entity and Amtrak shall
23 enter into an agreement to purchase or lease such
24 equipment or rolling stock.

25 (d) EMPLOYEES.—

1 (1) OPERATORS DEEMED RAIL CARRIERS FOR
2 CERTAIN PURPOSES.—An entity that performs cov-
3 ered services under a contract entered into pursuant
4 to this title shall be considered a rail carrier only for
5 purposes of title 49, United States Code. Such rail
6 carrier shall enter into negotiations with representa-
7 tives of its employees to establish appropriate labor
8 protections and collective bargaining rights.

9 (2) HIRING PREFERENCE.—An entity that per-
10 forms covered services under a contract entered into
11 pursuant to this title shall provide hiring preference
12 to qualified Amtrak employees displaced by the
13 award of such contract.

14 **SEC. 206. ACCESS RIGHTS TO TRACK.**

15 The right of access to track owned by another rail-
16 road that is necessary for the performance of covered serv-
17 ices under a contract entered into pursuant to this title,
18 and the cost of such access, shall be subject to contract
19 negotiation with the owner of that track.

20 **SEC. 207. ACCOUNTING OF COSTS.**

21 Not later than January 1, 2021, each program par-
22 ticipant providing for the performance of covered services
23 through a competitive procurement process under this
24 title, and Amtrak, shall transmit to the Congress a report
25 providing a specific accounting of costs with respect to

1 each State-supported route, including an accounting of
2 any cost savings with respect to covered services under
3 this title.

4 **SEC. 208. ADVISORY COMMISSION.**

5 (a) ESTABLISHMENT.—Not later than 180 days after
6 the date of enactment of this Act, there shall be estab-
7 lished a State-Supported Routes Passenger Rail Competi-
8 tion Advisory Commission.

9 (b) MEMBERS.—The Advisory Commission shall con-
10 sist of—

11 (1) the Governor (or a representative thereof)
12 of each of the States with a State-supported route;

13 (2) the Secretary of Transportation (or a rep-
14 resentative thereof);

15 (3) an individual, appointed by the President,
16 with general business and financial experience, expe-
17 rience or qualifications in transportation, and exten-
18 sive experience in public-private partnerships, who
19 shall not be an employee of the Federal Government;

20 (4) 1 individual appointed by the Speaker of
21 the House of Representatives;

22 (5) 1 individual appointed by the minority lead-
23 er of the House of Representatives;

24 (6) 1 individual appointed by the majority lead-
25 er of the Senate; and

1 (7) 1 individual appointed by the minority lead-
2 er of the Senate.

3 (c) CHAIRMAN.—The Advisory Commission shall
4 have a chairman, who shall be an individual described in
5 subsection (b)(1), elected by a majority of the members
6 of the Advisory Commission.

7 (d) ADDITIONAL CONSULTATION.—The Advisory
8 Commission shall consult with—

9 (1) owners of track on State-supported routes,
10 and other freight railroads operating on such routes;

11 (2) representatives of rail operating labor;

12 (3) representatives of rail construction labor;

13 (4) potential applicants for a competitive pro-
14 curement process under section 204; and

15 (5) Amtrak.

16 (e) REPORT.—Not later than 1 year after the date
17 of enactment of this Act, the Advisory Commission shall
18 transmit to the Congress a report that includes—

19 (1) recommendations of the operations and
20 services that should be eligible for competitive pro-
21 curement under this title;

22 (2) guidelines for model competitive procure-
23 ment process procedures for program participants;

1 (3) recommendations of criteria for evaluating
2 and selecting bids made through the competitive pro-
3 curement process;

4 (4) recommendations on establishing public-pri-
5 vate partnership equipment pools;

6 (5) identification of worldwide best practices for
7 the operations and services associated with intercity
8 passenger service rail for corridors similar to the
9 State-supported routes;

10 (6) criteria for evaluating the outcomes of the
11 program under this title, with a focus on improve-
12 ments to operations and services and cost savings;
13 and

14 (7) accounting standards to assist in providing
15 to the Congress under section 207 of this Act the
16 accounting of the costs of each State-supported
17 route.

18 (f) SUNSET.—The Advisory Commission shall termi-
19 nate after transmitting its report under subsection (e).

20 **SEC. 209. APPLICABILITY OF SUBTITLE IV.**

21 Subtitle IV of title 49, United States Code, shall not
22 apply to an entity selected to receive a contract for provi-
23 sion of covered services under this title for those covered
24 services for which it is awarded the contract, except for
25 sections 11123, 11301, 11322(a), 11502, and 11706.

1 **TITLE III—LONG-DISTANCE**
2 **PASSENGER RAIL COMPETITION**

3 **SEC. 301. LONG-DISTANCE ROUTES ALTERNATIVE PAS-**
4 **SENGER RAIL SERVICE.**

5 (a) AMENDMENT.—Section 24711 of title 49, United
6 States Code, is amended to read as follows:

7 **“§ 24711. Long-Distance Routes Alternative Passenger**
8 **Rail Service**

9 “(a) IN GENERAL.—Within 1 year after the date of
10 enactment of the Competition for Intercity Passenger Rail
11 in America Act of 2011, the Secretary shall implement a
12 long-distance routes alternative passenger rail service pro-
13 gram. Such program shall—

14 “(1) permit a rail carrier, as defined in section
15 10102(5), to petition the Secretary to be considered
16 as a passenger rail service provider in lieu of Am-
17 trak over a long-distance route described in section
18 24102(5)(C);

19 “(2) require the Secretary to notify Amtrak and
20 members of the public through the publication of a
21 notice in the Federal Register within 30 days after
22 receiving a petition under paragraph (1) and estab-
23 lish a deadline by which the petitioner, Amtrak, and
24 any other rail carrier that wanted to compete would

1 be required to submit a bid to provide passenger rail
2 service over the route to which the petition relates;

3 “(3) require that each bid describe how the bid-
4 der would operate the route, submit materials dem-
5 onstrating the capability of the applicant to perform
6 such operations, itemize what Amtrak property
7 would be needed, if any, and detail the source and
8 amount of non-Federal funding the bidder would use
9 to assist in such operations;

10 “(4) require the Secretary to select winning bid-
11 ders by evaluating the bids on the basis of—

12 “(A) the financial and performance metrics
13 developed under section 207 of the Passenger
14 Rail Investment and Improvement Act of 2008;
15 and

16 “(B) the lowest possible level of required
17 Federal financial support; and

18 “(5) require the Secretary to execute a contract
19 within a specified, limited time after the deadline es-
20 tablished under paragraph (2) and award to the win-
21 ning bidder—

22 “(A) the right and obligation to provide
23 passenger rail service over that route in a man-
24 ner consistent with the standards developed

1 under section 207 of the Passenger Rail Invest-
2 ment and Improvement Act of 2008; and

3 “(B) an operating subsidy at a level that
4 is on average for the duration of the contract
5 less annually than the level in effect during the
6 fiscal year preceding the fiscal year in which
7 the petition was received.

8 “(b) PERFORMANCE STANDARDS.—If the Secretary
9 awards the right and obligation to provide passenger rail
10 service over a long-distance route to a rail carrier other
11 than Amtrak, the Secretary shall ensure that operating
12 and subsidy rights are conditioned upon performance
13 standards being met, including that the service provider
14 shall—

15 “(1) continue to provide passenger rail service
16 on the route that is no less frequent, nor over a
17 shorter distance, than Amtrak provided on that
18 route before the award; and

19 “(2) comply with the minimum standards estab-
20 lished under section 207 of the Passenger Rail In-
21 vestment and Improvement Act of 2008.

22 “(c) ACCESS TO AMTRAK FACILITIES.—The Sec-
23 retary shall require Amtrak to provide access to its res-
24 ervation system, stations, and facilities directly related to
25 operations of the long-distance route to any rail carrier

1 awarded a contract under this section. Such access shall
2 be provided under terms of an agreement between the rail
3 carrier and Amtrak. If the parties cannot agree upon
4 terms, and the Surface Transportation Board finds that
5 access to Amtrak's facilities or equipment, or the provision
6 of services by Amtrak, is necessary to carry out this sec-
7 tion, the Surface Transportation Board shall, within 120
8 days after submission of the dispute, issue an order that
9 the facilities and equipment be made available, and that
10 services be provided, by Amtrak, and shall determine rea-
11 sonable compensation, liability, and other terms for use
12 of the facilities and equipment and provision of the serv-
13 ices.

14 “(d) ACCESS RIGHTS TO TRACK.—The right of ac-
15 cess to track owned by another railroad that is necessary
16 for the operation of Amtrak long-distance routes under the
17 alternative passenger rail service program under this sec-
18 tion, and the cost of such access, shall be subject to con-
19 tract negotiation with the owner of that track.

20 “(e) CESSATION OF SERVICE.—If a rail carrier
21 awarded a route under this section ceases to operate the
22 service or fails to fulfill its obligations under the contract
23 described in subsection (a)(5), the Secretary, in collabora-
24 tion with the Surface Transportation Board, shall take
25 any necessary action consistent with this title to enforce

1 the contract and ensure the continued provision of service,
2 including the installment of an interim service provider
3 and re-bidding the contract to operate the service. The en-
4 tity providing such interim service shall either be Amtrak
5 or a rail carrier defined in subsection (a)(1).

6 “(f) EMPLOYEES.—A rail carrier that is awarded a
7 contract under this section shall—

8 “(1) be considered a rail carrier only for pur-
9 poses of this title;

10 “(2) enter into negotiations with representatives
11 of its employees to establish appropriate labor pro-
12 tections and collective bargaining rights; and

13 “(3) provide hiring preference to qualified Am-
14 trak employees displaced by the award of such con-
15 tract.

16 “(g) APPLICABILITY OF SUBTITLE IV.—Subtitle IV
17 of this title shall not apply to a rail carrier awarded a
18 contract under this section for the route over which it is
19 awarded the contract, except for sections 11123, 11301,
20 11322(a), 11502, and 11706.”.

21 (b) CONFORMING AMENDMENT.—The table of sec-
22 tions for chapter 247 of title 49, United States Code, is
23 amended by amending the item relating to section 24711
24 to read as follows:

“24711. Long-Distance Routes Alternative Passenger Rail Service.”.