

bination of cost management and revenue generation initiatives, including—

- (1) scheduling optimization;
- (2) on-board logistics;
- (3) product development and supply chain efficiency;
- (4) training, awards, and accountability;
- (5) technology enhancements and process improvements; and
- (6) ticket revenue allocation.

(c) SAVINGS CLAUSE.—Amtrak shall ensure that no Amtrak employee holding a position as of the date of enactment of the Passenger Rail Reform and Investment Act of 2015 is involuntarily separated because of—

- (1) the development and implementation of the plan required under subsection (a); or
- (2) any other action taken by Amtrak to implement this section.

(d) NO FEDERAL FUNDING FOR OPERATING LOSSES.—Beginning on the date that is 5 years after the date of enactment of the Passenger Rail Reform and Investment Act of 2015, no Federal funds may be used to cover any operating loss associated with providing food and beverage service on a route operated by Amtrak or a rail carrier that operates a route in lieu of Amtrak pursuant to section 24711.

(e) REPORT.—Not later than 120 days after the date of enactment of the Passenger Rail Reform and Investment Act of 2015, and annually thereafter for 5 years, Amtrak shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing the plan developed pursuant to subsection (a) and a description of progress in the implementation of the plan.

(Added Pub. L. 114-94, div. A, title XI, § 11207(a), Dec. 4, 2015, 129 Stat. 1638.)

REFERENCES IN TEXT

The date of enactment of the Passenger Rail Reform and Investment Act of 2015, referred to in subsecs. (a), (c), (d), and (e), is the date of enactment of title XI of div. A of Pub. L. 114-94, which was approved Dec. 4, 2015.

EFFECTIVE DATE

Section effective Oct. 1, 2015, see section 1003 of Pub. L. 114-94, set out as an Effective Date of 2015 Amendment note under section 5313 of Title 5, Government Organization and Employees.

§ 24322. Rolling stock purchases

(a) IN GENERAL.—Prior to entering into any contract in excess of \$100,000,000 for rolling stock and locomotive procurements Amtrak shall submit a business case analysis to the Secretary of Transportation, the Committee on Commerce, Science, and Transportation and the Committee on Appropriations of the Senate and the Committee on Transportation and Infrastructure and the Committee on Appropriations of the House of Representatives, on the utility of such procurements.

(b) CONTENTS.—The business case analysis shall—

- (1) include a cost and benefit comparison that describes the total lifecycle costs and the

anticipated benefits related to revenue, operational efficiency, reliability, and other factors;

(2) set forth the total payments by fiscal year;

(3) identify the specific source and amounts of funding for each payment, including Federal funds, State funds, Amtrak profits, Federal, State, or private loans or loan guarantees, and other funding;

(4) include an explanation of whether any payment under the contract will increase Amtrak’s funding request in its general and legislative annual report required under section 24315(b) in a particular fiscal year; and

(5) describe how Amtrak will adjust the procurement if future funding is not available.

(c) RULE OF CONSTRUCTION.—Nothing in this section shall be construed as requiring Amtrak to disclose confidential information regarding a potential vendor’s proposed pricing or other sensitive business information prior to contract execution or prohibiting Amtrak from entering into a contract after submission of a business case analysis under subsection (a).

(Added Pub. L. 114-94, div. A, title XI, § 11208(a), Dec. 4, 2015, 129 Stat. 1639.)

EFFECTIVE DATE

Section effective Oct. 1, 2015, see section 1003 of Pub. L. 114-94, set out as an Effective Date of 2015 Amendment note under section 5313 of Title 5, Government Organization and Employees.

CHAPTER 244—RAIL IMPROVEMENT GRANTS

Sec.

- 24401. Definitions.
- 24402. Capital investment grants to support intercity passenger rail service.
- 24403. Project management oversight.
- 24404. Use of capital grants to finance first-dollar liability of grant project.
- 24405. Grant conditions.
- 24406. Authorization of appropriations.
- 24407. Consolidated rail infrastructure and safety improvements.
- 24408. Restoration and enhancement grants.

AMENDMENTS

2015—Pub. L. 114-94, div. A, title XI, §§ 11301(b), 11303(b)(1)(A), (B), (2), Dec. 4, 2015, 129 Stat. 1648, 1654, substituted “RAIL IMPROVEMENT GRANTS” for “INTERCITY PASSENGER RAIL SERVICE CORRIDOR CAPITAL ASSISTANCE” in chapter heading and added items 24407 and 24408.

§ 24401. Definitions

In this chapter:

(1) APPLICANT.—The term “applicant” means a State (including the District of Columbia), a group of States, an Interstate Compact, or a public agency established by one or more States and having responsibility for providing intercity passenger rail service.

(2) CAPITAL PROJECT.—The term “capital project” means a project or program in a State rail plan developed under chapter 227 of this title for—

- (A) acquiring, constructing, improving, or inspecting equipment, track and track structures, or a facility for use in or for the primary benefit of intercity passenger rail