

taken to advance the service objectives and capital investments identified in the Northeast Corridor service development plan developed under subsection (a), and the asset condition needs identified in the Northeast Corridor asset management plans, after considering—

- (i) the benefits and costs of capital investments in the plan;
- (ii) project and program readiness;
- (iii) the operational impacts; and
- (iv) Federal and non-Federal funding availability;

(E) categorize capital projects and programs as primarily associated with 1 of the categories listed under section 24319(c)(2)(C);

(F) identify capital projects and programs that are associated with more than 1 category described in subparagraph (E); and

(G) include a financial plan that identifies—

- (i) funding sources and financing methods;
- (ii) the status of cost sharing agreements pursuant to the cost allocation policy developed under section 24905(c);
- (iii) the projects and programs that the Commission expects will receive Federal financial assistance; and
- (iv) the eligible entity or entities that the Commission expects—

- (I) to receive the Federal financial assistance referred to in clause (iii); and
- (II) to implement each capital project.

(3) REVIEW AND COORDINATION.—The Commission shall require that the information described in paragraph (2) be submitted in a timely manner to allow for a reasonable period of review by, and coordination with, affected agencies before the Commission submits the capital investment plan pursuant to paragraph (1).

(c) FAILURE TO DEVELOP A CAPITAL INVESTMENT PLAN.—If a capital investment plan has not been developed by the Commission for a given fiscal year, then the funds assigned to the Northeast Corridor account established under section 24317(b) for that fiscal year may be spent only on capital projects and programs contained in the Commission's capital investment plan for the prior fiscal year.

(d) NORTHEAST CORRIDOR CAPITAL ASSET MANAGEMENT SYSTEM.—

(1) IN GENERAL.—Amtrak and other infrastructure owners that provide or support intercity rail passenger transportation along the Northeast Corridor shall develop an asset management system and use and update such system, as necessary, to develop submissions to the Northeast Corridor capital investment plan described in subsection (b).

(2) FEATURES.—The system required under paragraph (1) shall develop submissions that—

- (A) are consistent with the transit asset management system (as defined in section 5326(a)(3)); and
- (B) include—
  - (i) an inventory of all capital assets owned by the developer of the plan;
  - (ii) an assessment of condition of such capital assets;

- (iii) a description of the resources and processes that will be necessary to bring or to maintain such capital assets in a state of good repair; and

- (iv) a description of changes in the condition of such capital assets since the submission of the prior version of the plan.

(e) DEFINITION OF NORTHEAST CORRIDOR.—In this section, the term “Northeast Corridor” means the main line between Boston, Massachusetts, and the District of Columbia, and the Northeast Corridor branch lines connecting to Harrisburg, Pennsylvania, Springfield, Massachusetts, and Spuyten Duyvil, New York, including the facilities and services used to operate and maintain those lines.

(Added Pub. L. 114-94, div. A, title XI, §11306(a)(2), Dec. 4, 2015, 129 Stat. 1658; amended Pub. L. 117-58, div. B, title II, §22301, Nov. 15, 2021, 135 Stat. 714.)

#### Editorial Notes

##### PRIOR PROVISIONS

A prior section 24904 was renumbered section 24903 of this title.

##### AMENDMENTS

2021—Subsec. (a). Pub. L. 117-58, §22301(1), (3), added subsec. (a) and struck out former subsec. (a), which required Northeast Corridor Commission to develop Northeast Corridor capital investment and financial plans.

Subsec. (b). Pub. L. 117-58, §22301(3), added subsec. (b). Former subsec. (b) redesignated (c).

Subsec. (c). Pub. L. 117-58, §22301(2), (4), redesignated subsec. (b) as (c) and substituted “spent only on capital projects and programs contained in the Commission's capital investment plan for the prior fiscal year.” for “spent only on—

“(1) capital projects described in clause (i) or (iii) of subsection (a)(2)(E) of this section; or

“(2) capital projects described in subsection (a)(2)(E)(iv) or (v) of this section that are for the sole benefit of Amtrak.”

Former subsec. (c) redesignated (d).

Subsec. (d). Pub. L. 117-58, §22301(5), amended subsec. (d) generally. Prior to amendment, subsec. (d) related to development of Northeast Corridor asset management system and Northeast Corridor asset management plan for each service territory.

Pub. L. 117-58, §22301(1), (2), redesignated subsec. (c) as (d) and struck out former subsec. (d). Prior to amendment, text of subsec. (d) read as follows: “Not less frequently than once every 10 years, the Commission shall update the Northeast Corridor service development plan.”

#### Statutory Notes and Related Subsidiaries

##### 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.

#### § 24905. Northeast Corridor Commission; Safety Committee

(a) NORTHEAST CORRIDOR COMMISSION.—

(1) Within 180 days after the date of enactment of the Passenger Rail Investment and Improvement Act of 2008, the Secretary of Transportation shall establish a Northeast Corridor Commission (referred to in this sec-

tion as the “Commission”) to promote mutual cooperation and planning pertaining to the rail operations, infrastructure investments, and related activities of the Northeast Corridor. The Commission shall be made up of—

(A) members representing Amtrak;

(B) members representing the Department of Transportation, including the Office of the Secretary, the Federal Railroad Administration, and the Federal Transit Administration;

(C) 1 member from each of the States (including the District of Columbia) that constitute the Northeast Corridor as defined in section 24102, designated by, and serving at the pleasure of, the chief executive officer thereof; and

(D) non-voting representatives of freight and commuter railroad carriers authorities using the Northeast Corridor selected by the Secretary.

(2) The Secretary shall ensure that the membership belonging to any of the groups enumerated under paragraph (1) shall not constitute a majority of the Commission’s memberships.

(3) The Commission shall establish a schedule and location for convening meetings, but shall meet no less than four times per fiscal year, and the Commission shall develop rules and procedures to govern the Commission’s proceedings.

(4) A vacancy in the Commission shall be filled in the manner in which the original appointment was made.

(5) Members shall serve without pay but shall receive travel expenses, including per diem in lieu of subsistence, in accordance with sections 5702 and 5703 of title 5.

(6) The members of the Commission shall elect co-chairs consisting of 1 member described in paragraph (1)(B) and 1 member described in paragraph (1)(C).

(7) The Commission may appoint and fix the pay of such personnel as it considers appropriate.

(8) Upon request of the Commission, the head of any department or agency of the United States may detail, on a reimbursable basis, any of the personnel of that department or agency to the Commission to assist it in carrying out its duties under this section.

(9) Upon the request of the Commission, the Administrator of General Services shall provide to the Commission, on a reimbursable basis, the administrative support services necessary for the Commission to carry out its responsibilities under this section.

(10) The Commission shall consult with other entities as appropriate.

(b) STATEMENT OF GOALS AND RECOMMENDATIONS.—

(1) STATEMENT OF GOALS.—The Commission shall develop and periodically update a statement of goals concerning the future of Northeast Corridor rail infrastructure and operations based on achieving expanded and improved intercity, commuter, and freight rail services operating with greater safety and reliability, reduced travel times, increased fre-

quencies and enhanced intermodal connections designed to address airport and highway congestion, reduce transportation energy consumption, improve air quality, and increase economic development of the Northeast Corridor region.

(2) RECOMMENDATIONS.—The Commission shall develop recommendations based on the statement developed under this section addressing, as appropriate—

(A) short-term and long-term capital investment needs;

(B) future funding requirements for capital improvements and maintenance;

(C) operational improvements of intercity passenger rail, commuter rail, and freight rail services;

(D) opportunities for additional non-rail uses of the Northeast Corridor;

(E) scheduling and dispatching;

(F) safety and security enhancements;

(G) equipment design;

(H) marketing of rail services;

(I) future capacity requirements; and

(J) potential funding and financing mechanisms for projects of corridor-wide significance.

(3) SUBMISSION OF STATEMENT OF GOALS, RECOMMENDATIONS, AND PERFORMANCE REPORTS.—The Commission shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives—

(A) any updates made to the statement of goals developed under paragraph (1) not later than 60 days after such updates are made; and

(B) annual performance reports and recommendations for improvements, as appropriate, issued not later than March 31 of each year, for the prior fiscal year, which summarize—

(i) the operations and performance of commuter, intercity, and freight rail transportation, including ridership trends, along the Northeast Corridor;

(ii) the delivery of the first year of the capital investment plan described in section 24904; and

(iii) progress in assessing and eliminating the state-of-good-repair backlog.

(c) ALLOCATION OF COSTS.—

(1) POLICY.—The Commission shall—

(A) develop and maintain the standardized policy first approved on September 17, 2015, and update, as appropriate, for determining and allocating costs, revenues, and compensation for Northeast Corridor commuter rail passenger transportation, as defined in section 24102 of this title, on the Northeast Corridor main line between Boston, Massachusetts, and Washington, District of Columbia, and the Northeast Corridor branch lines connecting to Harrisburg, Pennsylvania, Springfield, Massachusetts, and Spuyten Duyvil, New York, that use Amtrak facilities or services or that provide such facilities or services to Amtrak that ensures that—

(i) there is no cross-subsidization of commuter rail passenger, intercity rail passenger, or freight rail transportation;

(ii) each service is assigned the costs incurred only for the benefit of that service, and a proportionate share, based upon factors that reasonably reflect relative use, of costs incurred for the common benefit of more than 1 service; and

(iii) all financial contributions made by an operator of a service that benefit an infrastructure owner other than the operator are considered, including but not limited to, any capital infrastructure investments and in-kind services;

(B) develop timetables for implementing and maintaining the policy;

(C) submit updates to the policy and timetables developed under subparagraph (B) to the Surface Transportation Board, the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Transportation and Infrastructure of the House of Representatives;

(D) support the efforts of the members of the Commission to implement the policy in accordance with the timetables developed pursuant to subparagraph (B);<sup>1</sup>

(E) with the consent of a majority of its members, petition the Surface Transportation Board to appoint a mediator to assist the Commission members through non-binding mediation to reach an agreement under this section.

(2) IMPLEMENTATION.—

(A) IN GENERAL.—In accordance with the timetables developed pursuant to paragraph (1)(B), Amtrak and commuter authorities on the Northeast Corridor shall implement the policy developed under paragraph (1) in their agreements for usage of facilities or services.

(B) EFFECT OF FAILURE TO IMPLEMENT OR COMPLY WITH POLICY.—If the entities referred to in subparagraph (A) fail to implement the policy in accordance with paragraph (1)(D) or fail to comply with the policy thereafter, the Surface Transportation Board shall—

(i) determine the appropriate compensation in accordance with the procedures and procedural schedule applicable to a proceeding under section 24903(c), after taking into consideration the policy developed under paragraph (1); and

(ii) enforce its determination on the party or parties involved.

(3) REVISIONS.—The Commission may make necessary revisions to the policy developed under paragraph (1), including revisions based on Amtrak's financial accounting system developed pursuant to section 203 of the Passenger Rail Investment and Improvement Act of 2008.

(4) REQUEST FOR DISPUTE RESOLUTION.—If a dispute arises with the implementation of, or compliance with, the policy developed under paragraph (1), the Commission, Amtrak, or commuter authorities on the Northeast Cor-

ridor may request that the Surface Transportation Board conduct dispute resolution. The Surface Transportation Board shall establish procedures for resolution of disputes brought before it under this paragraph, which may include the provision of professional mediation services.

(d) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary for the use of the Commission and the Northeast Corridor Safety Committee such sums as may be necessary to carry out this section during fiscal years 2022 through 2026, in addition to any amounts withheld under section 22101(e) of the Passenger Rail Expansion and Rail Safety Act of 2021.

(e) NORTHEAST CORRIDOR SAFETY COMMITTEE.—

(1) IN GENERAL.—The Secretary shall establish a Northeast Corridor Safety Committee composed of members appointed by the Secretary. The members shall be representatives of—

(A) the Department of Transportation, including the Federal Railroad Administration;

(B) Amtrak;

(C) freight carriers operating more than 150,000 train miles a year on the main line of the Northeast Corridor;

(D) commuter rail agencies;

(E) rail passengers;

(F) rail labor; and

(G) other individuals and organizations the Secretary decides have a significant interest in rail safety or security.

(2) SUNSET.—The Committee established under this subsection ceases to exist on the date that the Secretary determines positive train control, as required by section 20157, is fully implemented along the Northeast Corridor.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 935; Pub. L. 110-432, div. B, title II, §212(a), Oct. 16, 2008, 122 Stat. 4921; Pub. L. 114-94, div. A, title XI, §11305(a)-(d)(1), Dec. 4, 2015, 129 Stat. 1656, 1657; Pub. L. 115-420, §§4(a), 6(a), Jan. 3, 2019, 132 Stat. 5444, 5445; Pub. L. 117-58, div. B, title II, §22302, Nov. 15, 2021, 135 Stat. 716.)

HISTORICAL AND REVISION NOTES

Revised Section	Source (U.S. Code)	Source (Statutes at Large)
24905(a)(1) ..	45:585(c).	Oct. 30, 1970, Pub. L. 91-518, 84 Stat. 1327, §505(c); added Jan. 14, 1983, Pub. L. 97-468, §508(2), 96 Stat. 2554.
24905(a)(2) ..	45:585(a).	Oct. 30, 1970, Pub. L. 91-518, 84 Stat. 1327, §505(a), (b); added Aug. 13, 1981, Pub. L. 97-35, §1137, 95 Stat. 650; Jan. 14, 1983, Pub. L. 97-468, §508(1), 96 Stat. 2554.
24905(a)(3) ..	45:585(b).	June 22, 1988, Pub. L. 100-342, §11, 102 Stat. 629;
24905(b) .....	45:431 (note).	Sept. 3, 1992, Pub. L. 102-365, §18, 106 Stat. 982.

In subsection (a)(2), before clause (A), the words “develop and” are omitted as surplus. In clause (B)(v), the word “rates” is substituted for “fares, tariffs” for consistency in the revised title and with other titles of the United States Code.

In subsection (a)(3), the words “of opinions” and “(among or between the Corporation, Amtrak Com-

<sup>1</sup> So in original. Probably should be followed by “and”.

muter, other railroads, commuter authorities, and other State, local, and regional agencies responsible for the provision of commuter rail, rapid rail, or rail freight service), with respect to all matters” are omitted as surplus. The words “for facilities and transportation matters under” are substituted for “those conferred on the Commission in” for clarity.

In subsection (b)(1), the words “Within 30 days after the date of enactment of this Act . . . shall establish” are omitted as executed.

In subsection (b)(3), the words “each Congress” are substituted for “the 103rd Congress, and biennially thereafter” to eliminate unnecessary words. The words “pursuant to the provisions of this section” are omitted as unnecessary.

### Editorial Notes

#### REFERENCES IN TEXT

The date of enactment of the Passenger Rail Investment and Improvement Act of 2008, referred to in subsection (a)(1), is the date of enactment of div. B of Pub. L. 110-432, which was approved Oct. 16, 2008.

Section 203 of the Passenger Rail Investment and Improvement Act of 2008, referred to in subsection (c)(3), is set out as a note under section 24101 of this title.

Section 22101(e) of the Passenger Rail Expansion and Rail Safety Act of 2021, referred to in subsection (d), is section 22101(e) of title II of div. B of Pub. L. 117-58, Nov. 15, 2021, 135 Stat. 694, which is not classified to the Code.

#### AMENDMENTS

2021—Subsec. (a)(1)(D). Pub. L. 117-58, § 22302(1), inserted “authorities” after “carriers”.

Subsec. (b)(3)(B)(i). Pub. L. 117-58, § 22302(2)(A)(i), inserted “, including ridership trends,” after “transportation”.

Subsec. (b)(3)(B)(ii). Pub. L. 117-58, § 22302(2)(B)(i), inserted “first year of the” after “the delivery of the”.

Subsec. (b)(3)(B)(iii). Pub. L. 117-58, § 22302(2)(A)(ii), (B)(ii), (C), added cl. (iii).

Subsec. (c)(1). Pub. L. 117-58, § 22302(3)(A)(i), substituted “Policy” for “Development of policy” in heading.

Subsec. (c)(1)(A). Pub. L. 117-58, § 22302(3)(A)(ii), substituted “develop and maintain the standardized policy first approved on September 17, 2015, and update, as appropriate,” for “develop a standardized policy”.

Subsec. (c)(1)(B). Pub. L. 117-58, § 22302(3)(A)(iii), amended subpar. (B) generally. Prior to amendment, subpar. (B) read as follows: “develop a proposed timetable for implementing the policy;”.

Subsec. (c)(1)(C). Pub. L. 117-58, § 22302(3)(A)(iv), substituted “updates to the policy and timetables” for “the policy and the timetable”.

Subsec. (c)(1)(D). Pub. L. 117-58, § 22302(3)(A)(v), amended subpar. (D) generally. Prior to amendment, subpar. (D) read as follows: “not later than October 1, 2015, adopt and implement the policy in accordance with the timetable; and”.

Subsec. (c)(2). Pub. L. 117-58, § 22302(3)(B), amended par. (2) generally. Prior to amendment, text read as follows: “Amtrak and public authorities providing commuter rail passenger transportation on the Northeast Corridor shall implement new agreements for usage of facilities or services based on the policy developed under paragraph (1) in accordance with the timetable established therein. If the entities fail to implement such new agreements in accordance with paragraph (1)(D) or fail to comply with the policy thereafter, the Surface Transportation Board shall determine the appropriate compensation for such usage in accordance with the procedures and procedural schedule applicable to a proceeding under section 24903(c), after taking into consideration the policy developed under paragraph (1)(A), as applicable. The Surface Transportation Board shall enforce its determination on the party or parties involved.”

Subsec. (c)(4). Pub. L. 117-58, § 22302(3)(C), substituted “commuter authorities” for “public authorities providing commuter rail passenger transportation”.

Subsec. (d). Pub. L. 117-58, § 22302(4), substituted “2022 through 2026” for “2016 through 2020” and “section 22101(e) of the Passenger Rail Expansion and Rail Safety Act of 2021” for “section 11101(g) of the Passenger Rail Reform and Investment Act of 2015”.

2019—Subsec. (e)(2). Pub. L. 115-420, § 6(a), added par. (2) and struck out former par. (2). Prior to amendment, text read as follows: “The Secretary shall consult with the Committee about safety and security improvements on the Northeast Corridor main line. The Committee shall meet at least two times per year to consider safety and security matters on the main line and meet annually with the Commission on the topic of Northeast Corridor safety and security.”

Subsec. (e)(3). Pub. L. 115-420, § 4(a), struck out par. (3). Text read as follows: “At the beginning of the first session of each Congress, the Secretary shall submit a report to the Commission and to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the status of efforts to improve safety and security on the Northeast Corridor main line. The report shall include the safety and security recommendations of the Committee and the comments of the Secretary on those recommendations.”

2015—Pub. L. 114-94, § 11305(d)(1)(A), struck out “Infrastructure and Operations Advisory” after “Corridor” in section catchline.

Subsec. (a). Pub. L. 114-94, § 11305(d)(1)(B)(i), struck out “Infrastructure and Operations Advisory” after “Corridor” in heading.

Subsec. (a)(1). Pub. L. 114-94, § 11305(a)(1)(A), (d)(1)(B)(ii), struck out “Infrastructure and Operations Advisory” after “Corridor” and inserted “, infrastructure investments,” after “rail operations” in introductory provisions.

Subsec. (a)(1)(B). Pub. L. 114-94, § 11305(a)(1)(B), added subpar. (B) and struck out former subpar. (B) which read as follows: “members representing the Department of Transportation, including the Federal Railroad Administration;”.

Subsec. (a)(1)(D). Pub. L. 114-94, § 11305(a)(1)(C), inserted “and commuter” after “freight”.

Subsec. (a)(6). Pub. L. 114-94, § 11305(a)(2), amended par. (6) generally. Prior to amendment, par. (6) read as follows: “The Chairman of the Commission shall be elected by the members.”

Subsec. (b)(1). Pub. L. 114-94, § 11305(b)(1), inserted “and periodically update” after “develop”.

Subsec. (b)(2)(A). Pub. L. 114-94, § 11305(b)(2), struck out “beyond those specified in the state-of-good-repair plan under section 211 of the Passenger Rail Investment and Improvement Act of 2008” after “needs”.

Subsec. (b)(3). Pub. L. 114-94, § 11305(b)(3), added par. (3).

Subsec. (c). Pub. L. 114-94, § 11305(c)(1), substituted “Allocation of Costs” for “Access Costs” in heading.

Subsec. (c)(1). Pub. L. 114-94, § 11305(c)(2)(A), (B), substituted “policy” for “formula” in heading and “The Commission” for “Within 2 years after the date of enactment of the Passenger Rail Investment and Improvement Act of 2008, the Commission” in introductory provisions.

Subsec. (c)(1)(A). Pub. L. 114-94, § 11305(c)(2)(C), substituted “policy” for “formula” in introductory provisions.

Subsec. (c)(1)(B) to (E). Pub. L. 114-94, § 11305(c)(2)(D), added subpars. (B) to (E) and struck out former subpars. (B) to (D) which read as follows:

“(B) develop a proposed timetable for implementing the formula before the end of the 6th year following the date of enactment of that Act;

“(C) transmit the proposed timetable to the Surface Transportation Board; and

“(D) at the request of a Commission member, petition the Surface Transportation Board to appoint a medi-

ator to assist the Commission members through non-binding mediation to reach an agreement under this section.”

Subsec. (c)(2). Pub. L. 114-94, §11305(c)(3), substituted “policy developed under” for “formula proposed in”, “paragraph (1)(D) or fail to comply with the policy thereafter, the Surface Transportation Board shall” for “the timetable, the Commission shall petition the Surface Transportation Board to”, and “for such usage in accordance with the procedures and procedural schedule applicable to a proceeding under section 24903(c), after taking into consideration the policy developed under paragraph (1)(A), as applicable” for “amounts for such services in accordance with section 24904(c) of this title”.

Subsec. (c)(3). Pub. L. 114-94, §11305(c)(4), substituted “policy” for “formula”.

Subsec. (c)(4). Pub. L. 114-94, §11305(c)(5), added par. (4).

Subsec. (d). Pub. L. 114-94, §11305(d)(1)(E), substituted “to the Secretary for the use of the Commission and the Northeast Corridor Safety Committee” for “to the Commission” and “to carry out this section during fiscal years 2016 through 2020, in addition to any amounts withheld under section 11101(g) of the Passenger Rail Reform and Investment Act of 2015” for “for the period encompassing fiscal years 2009 through 2013 to carry out this section”.

Pub. L. 114-94, §11305(d)(1)(C), (D), redesignated subsec. (e) as (d) and struck out former subsec. (d) which related to transmission of statement of goals and recommendations.

Subsec. (e). Pub. L. 114-94, §11305(d)(1)(D), redesignated subsec. (f) as (e). Former subsec. (e) redesignated (d).

Subsec. (e)(2). Pub. L. 114-94, §11305(d)(1)(F), substituted “on the main line and meet annually with the Commission on the topic of Northeast Corridor safety and security.” for “on the main line.”

Subsec. (f). Pub. L. 114-94, §11305(d)(1)(D), redesignated subsec. (f) as (e).

2008—Pub. L. 110-432 amended section generally. Prior to amendment, section related to Northeast Corridor Coordination Board and Northeast Corridor Safety Committee.

### Statutory Notes and Related Subsidiaries

#### EFFECTIVE DATE OF 2015 AMENDMENT

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

### § 24906. Eliminating highway at-grade crossings

(a) PLAN.—In consultation with the States on the main line of the Northeast Corridor, the Secretary of Transportation shall develop a plan not later than September 30, 1993, to eliminate all highway at-grade crossings of the main line by not later than December 31, 1997. The plan may provide that eliminating a crossing is not required if—

- (1) impracticable or unnecessary; and
- (2) using the crossing is consistent with conditions the Secretary considers appropriate to ensure safety.

(b) AMTRAK’S SHARE OF COSTS.—Amtrak shall pay 20 percent of the cost of eliminating each highway at-grade crossing under the plan.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 936.)

#### HISTORICAL AND REVISION NOTES

Revised Section	Source (U.S. Code)	Source (Statutes at Large)
24906(a) .....	45:650(a), (b).	Oct. 30, 1970, Pub. L. 91-518, 84 Stat. 1327, §811; added Oct. 27, 1992, Pub. L. 102-533, §2, 106 Stat. 3515.
24906(b) .....	45:650(c).	

### § 24907. Note and mortgage

(a) GENERAL AUTHORITY.—To secure amounts expended by the United States Government to acquire and improve rail property designated under section 206(c)(1)(C) and (D) of the Regional Rail Reorganization Act of 1973 (45 U.S.C. 716(c)(1)(C) and (D)), the Secretary of Transportation may obtain a note of indebtedness from, and make a mortgage agreement with, Amtrak to establish a mortgage lien on the property for the Government. The note and mortgage may not supersede section 24903.

(b) EXEMPTIONS FROM LAWS AND REGULATIONS.—The note and agreement under subsection (a) of this section, and a transaction related to the note or agreement, are exempt from any United States, State, or local law or regulation that regulates securities or the issuance of securities. The note, agreement, or transaction under this section has the same immunities from other laws that section 601 of the Act (45 U.S.C. 791) gives to transactions that comply with or carry out the final system plan. The transfer of rail property because of the note, agreement, or transaction has the same exemptions, privileges, and immunities that the Act (45 U.S.C. 701 et seq.) gives to a transfer ordered or approved by the special court under section 303(b) of the Act (45 U.S.C. 743(b)).

(c) IMMUNITY FROM LIABILITY AND INDEMNIFICATION.—Amtrak, its board of directors, and its individual directors are not liable because Amtrak has given or issued the note or agreement to the Government under subsection (a) of this section. Immunity granted under this subsection also applies to a transaction related to the note or agreement. The Government shall indemnify Amtrak, its board, and individual directors against costs and expenses actually and reasonably incurred in defending a civil action testing the validity of the note, agreement, or transaction.

(Pub. L. 103-272, §1(e), July 5, 1994, 108 Stat. 936; Pub. L. 114-94, div. A, title XI, §11306(b)(1), Dec. 4, 2015, 129 Stat. 1660.)

#### HISTORICAL AND REVISION NOTES

Revised Section	Source (U.S. Code)	Source (Statutes at Large)
24907(a) .....	45:854(e).	Feb. 5, 1976, Pub. L. 94-210, 90 Stat. 31, §704(e)-(g); added Oct. 19, 1976, Pub. L. 94-555, §217(c), 90 Stat. 2627.
24907(b) .....	45:854(f).	
24907(c) .....	45:854(g).	

In subsection (a), the words “In order . . . protect and”, “securing such expenditure”, “infringe upon or”, and “the authority conferred upon the National Railroad Passenger Corporation by” are omitted as surplus.

In subsections (b) and (c), the words “note” and “agreement” are substituted for “agreement, security, or obligation” for consistency because the Secretary of