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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 100 pages. Original publisher: Washington : U. S. G. P. O. , 2007. LC Number: KF31 . C69 2007g OCLC Number: (OCoLC)138546260 Subject: Railroads, Local and light -- United States -- Finance. Excerpt: . . . 13 authorize the appropriation of about 1.8 billion over the 2008 - 2012 period to the Department of Transportation (DOT) for new grant programs for certain projects completed by state railroad en-tities, to enable Amtrak and participating states to share railroad equipment, for grants to improve rail security, and for assessments and research of rail operations. The bill would require Customs and Border Protection (CBP) to expand its operations at its leased rail facility in Vancouver, Canada. In addition to those amounts specifi-cally authorized to be appropriated, S. 294 would impose additional costs on the Department of Homeland Security (DHS) and certain agencies within DOT by requiring them to oversee Amtrak oper-ations, to assess rail operations and rail security, and to submit re-ports to the Congress. S. 294 would affect direct spending by authorizing the Surface Transportation Board (STB) to assess penalties on freight railroads for damages they cause by delaying Amtrak trains and to provide those penalties to Amtrak. CBO expects that the net impact on the budget would be insignificant because the STB would spend what-ever it collects for damages. The bill also would authorize the De-partment of the Treasury to repay Amtrak debt - without further appropriation - if the department chooses to negotiate with Am-traks creditors to restructure the debt. CBO does not expect that the Treasury would seek to restructure and repay Amtraks debt. If, however, the Treasury did repay Amtraks debt, that provision would increase direct spending...



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