

CONSOLIDATED APPROPRIATIONS ACT, 2008

COMMITTEE PRINT

of the

**COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES**

on

H.R. 2764 / Public Law 110-161

[Legislative Text and Explanatory Statement]

BOOK 1 OF 2—DIVISIONS A-F



JANUARY 2008

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

The amended bill provides a total of \$20,145,000 for the rail line relocation and improvement program as authorized by section 20154 of title 49 instead of \$35,000,000 as proposed by the House. The Senate did not include funding for this program. The Appropriations Committees direct funds to the following projects, except that the amount for each project and activity shall be reduced by 2 percent in accordance with Section 186 of this Act.

Mt. Vernon railroad cut, NY	\$250,000
Pecos Street grade crossing, Adams County, CO	200,000
Pierre rail improvements, Pierre, SD	200,000
Rail safety upgrades, Coos County, NH	400,000
Rail line relocation, Chester, SC	400,000
Railroad grade separation, Elkhart, IN	450,000
Railroad relocation planning, Terre Haute, IN	440,000
Sacramento intermodal terminal facility track relocation, CA	400,000
Wisconsin west rail transit authority, Barron, WI	2,500,000

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

The amended bill provides a total of \$1,325,000,000 for operations, capital improvements and debt service to the National Railroad Passenger Corporation (Amtrak) instead of \$1,400,000,000 as proposed by the House and \$1,370,000,000 as proposed by the Senate.

OPERATING GRANTS TO THE NATIONAL
RAILROAD PASSENGER CORPORATION

The amended bill provides \$475,000,000 in operating grants to Amtrak as proposed by the House instead of \$485,000,000 as proposed by the Senate.

The amended bill deletes a provision proposed by the House and Senate which required any lease or contract between Amtrak and any other governmental entity to be governed by the laws of the District of Columbia.

The amended bill includes bill language as proposed by the House which prohibits Amtrak from discounting tickets at more than 50 percent off the normal, peak fare after March 1, 2006, unless the operating loss due to the discounted fare is covered by a State.

The amended bill provides \$18,500,000 for Amtrak's office of inspector general as proposed by the House.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD
PASSENGER CORPORATION

The amended bill includes \$850,000,000 for capital and debt service payment grants to Amtrak instead of \$925,000,000 as proposed by the House and \$885,000,000 as proposed by the Senate. Within the funds provided, the amended bill includes \$285,000,000 for Amtrak's debt service payment as proposed by the House and Senate.