

1: TOPN: Classification Act Amendments of | LII / Legal Information Institute

Transportation acts amendments, hearings before the Committee on Interstate and Foreign Commerce, House of Representatives, Eighty-seventh Congress, second session, on H.R. , a bill to exempt certain carriers from minimum rate regulation in the transportation of bulk commodities, agricultural and fishery products, and passengers, and for other purposes; H.R. , a bill to.

Laws acquire popular names as they make their way through Congress. History books, newspapers, and other sources use the popular name to refer to these laws. How the US Code is built. The United States Code is meant to be an organized, logical compilation of the laws passed by Congress. At its top level, it divides the world of legislation into fifty topically-organized Titles, and each Title is further subdivided into any number of logical subtopics. In theory, any law -- or individual provisions within any law -- passed by Congress should be classifiable into one or more slots in the framework of the Code. On the other hand, legislation often contains bundles of topically unrelated provisions that collectively respond to a particular public need or problem. A farm bill, for instance, might contain provisions that affect the tax status of farmers, their management of land or treatment of the environment, a system of price limits or supports, and so on. Each of these individual provisions would, logically, belong in a different place in the Code. The process of incorporating a newly-passed piece of legislation into the Code is known as "classification" -- essentially a process of deciding where in the logical organization of the Code the various parts of the particular law belong. Sometimes classification is easy; the law could be written with the Code in mind, and might specifically amend, extend, or repeal particular chunks of the existing Code, making it no great challenge to figure out how to classify its various parts. And as we said before, a particular law might be narrow in focus, making it both simple and sensible to move it wholesale into a particular slot in the Code. But this is not normally the case, and often different provisions of the law will logically belong in different, scattered locations in the Code. As a result, often the law will not be found in one place neatly identified by its popular name. Nor will a full-text search of the Code necessarily reveal where all the pieces have been scattered. Instead, those who classify laws into the Code typically leave a note explaining how a particular law has been classified into the Code. It is usually found in the Note section attached to a relevant section of the Code, usually under a paragraph identified as the "Short Title". Our Table of Popular Names is organized alphabetically by popular name. So-called "Short Title" links, and links to particular sections of the Code, will lead you to a textual roadmap the section notes describing how the particular law was incorporated into the Code. Finally, acts may be referred to by a different name, or may have been renamed, the links will take you to the appropriate listing in the table.

2: Georgia Taxes for Public Transportation, Amendment 9 () - Ballotpedia

The Georgia Taxes for Public Transportation Amendment, also known as Amendment 9, was on the ballot in Georgia on November 6, , as a legislatively referred constitutional amendment.

Implementation of Recent Amendments to the Canada Transportation Act Table of contents The Transportation Modernization Act Bill C which came into force on May 23, , amended the Canada Transportation Act the Act to introduce new measures related to freight rail, air transportation, and air passenger protection. The Minister may set terms and conditions as part of an own motion investigation. The CTA must complete its investigation within 90 days and can make an order as a result of its investigation. Status This provision is now in effect. Long-haul Interswitching The new Long-haul Interswitching provisions enable certain shippers to make an application to the CTA requesting it to set a rate and the terms under which a local carrier must move the traffic to a connecting carrier that will perform the remainder of the movement. The nearest interchange in the reasonable direction of the traffic can be up to km away, or 50 percent of the total haul distance in Canada, whichever is greater. The CTA will publish an explanation of the methodology used to calculate the rates. Status The CTA will be launching consultations in early with stakeholders respecting interswitching rate-setting methodology. The amendments to the Act include: Level of Service Application The amended Act provides greater clarity with respect to the criteria to be taken into consideration by the CTA as part of the decision making process following a level of service application. When assessing whether a railway company has provided the highest level of service that it can reasonably provide, the CTA will look at traffic information, operational requirements and restrictions of the railway company and shipper. More Information Level of Service Application Timeline The timeline for resolving level of service applications has been reduced to 90 days from days. Reciprocal Penalties in Level of Service Arbitration This provision allows the arbitrator to include reciprocal penalties as part of an arbitrated service level decision. The penalties are set by the arbitrator. Final Offer Arbitration FOA In an FOA process, an arbitrator is mandated to resolve rates and service disputes between carriers and shippers who submit their final offers for decision. Two aspects of the FOA process have been changed as a result of amendments to the Act: The shipper can request the FOA decision to apply for two years, instead of one. Final offer arbitration Rail information The amended Act mandates the CTA to provide information on railway transportation and remedies, including guidance to any interested person who wishes to access those remedies. The CTA may include, in its annual report to Parliament, information about rail applications, complaints, mediation and submissions for arbitration. Status The Rail Help Line is active. More Information Rail Service and Performance Data Class 1 railway companies are required by the amended Act to submit rail service and performance data. Status These provisions come into force six months from Royal Assent. Railways companies are required to report the service and performance data on a weekly basis. Air Transportation Canadian Ownership and Control in Fact The maximum percentage of foreign voting interests in Canadian air carriers has increased from 25 percent to 49 percent, subject to restrictions. However, no single non-Canadian may own or control, directly or indirectly, more than 25 percent of the voting interests in that corporation. In addition, no more than 25 percent of the voting interest in a Canadian carrier may be owned by foreign air carriers. The CTA will continue to ensure that all Canadian air carriers comply with the requirement that air service licensees be owned and controlled in fact by Canadians. Status This provision is in effect.

3: Transportation Development Act

Finally, acts may be referred to by a different name, or may have been renamed, the links will take you to the appropriate listing in the table. Classification Act Amendments of Pub. L. , part II, title II, Oct. 11, , 76 Stat.

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4: Public service law in the United States - Wikipedia

Public Welfare Amendments of and visions of the Social Security Act, in t,hat act's history. The amcnmdmct,s emphasize rehabilitation services and the.

Transport Canada, Ottawa Transport Canada is online at www. Subscribe to news releases and speeches at apps. This news release may be made available in alternative formats for persons with visual disabilities. It modernized and streamlined rail regulation, promoted the formation of short-line railways, ensured that shippers continued to have access to competitive transportation services, eliminated unnecessary regulation in other modes of transport, and placed greater emphasis on commercial decision-making in the transportation sector. A thorough statutory review of the Act was completed in , and the proposed amendments are the culmination of extensive discussions and consultations that are aimed at updating the legislative framework governing significant components of our national transportation system. The second, Bill C, an Act to amend the Canada Transportation Act and the Railway Safety Act and to make consequential amendments to other Acts, which contains amendments to the general, air and rail passenger provisions, railway noise and the grain revenue cap is currently before the Senate. Final Offer Arbitration Final Offer Arbitration FOA is a process for resolving disputes between shippers and railways over rates and conditions of service for moving traffic e. Where goods are shipped by rail under a confidential contract, FOA is not available for the matter covered by the contract unless parties agree. Under the FOA provisions, an independent arbitrator considers the offers made by the shipper and the railway and must select one, which is then implemented for a period of up to one year. The arbitrator may not combine or vary the offers made, and the decision is binding on the parties. Implement group FOA for rates and conditions of service for moving traffic, provided the matter submitted for arbitration is common to all, the shippers make a joint offer that applies to all of them, and the Agency is satisfied that mediation has been attempted. Allow for the suspension of any FOA process, if both parties consent to pursue mediation. These are referred to as incidental or ancillary charges. Railway charges have become an issue for shippers in recent years. However, there are limited ways for an individual shipper to address these concerns since final offer arbitration does not apply as a stand-alone remedy to charges and their associated conditions. The CTA will be amended to permit the Agency, upon complaint by a shipper, to investigate charges and conditions contained in a tariff that are of general application. The Agency may establish new charges or terms and conditions if it finds those in the tariff to be unreasonable. This provision will apply to charges and conditions for incidental services and those related to the movement of traffic, except for freight rates. The notice obligation does not apply to charges for incidental services nor to the terms and conditions related to the tariff item. The CTA will be amended by increasing the notice period from 20 to 30 days to ensure that shippers receive adequate notice of increases in rates for the movement of traffic. Producer Car Sidings During consultations, some stakeholders requested greater control over discontinuance of Prairie rail sidings used for loading grain in producer railcars. Rail sidings are not subject to the transfer and discontinuance provisions of the CTA. This situation arises because railways are not obliged at present to inform interested parties which sidings are in service. The CTA is being amended to require railways to publish a list of sidings available for grain producer railcar loadings and to give a day public notice before removing such sidings from operation. Leased Railway Lines Under the CTA, when a federally regulated railway company is no longer interested in operating a rail line, the company can transfer the line to another party for continued operation, whether by sale, lease, or otherwise. In the case of a lease, the railway remains the infrastructure owner although it has no obligations for the operation of the line. This means that when a lease runs out or is terminated, the line reverts back to the owner and is considered an unregulated asset. Under current legislation, leased railway lines that revert back to owner railways can, in effect, circumvent the discontinuance process in the Act that is intended to offer opportunities to affected communities. The Government recognizes the importance of shortlines to many communities and local shippers and appreciates the need to preserve these valuable railway lines. For some communities, lease arrangements with shortlines can be the only economically viable way to maintain rail service on very low-traffic lines. Therefore,

modifications are required to provide opportunities for other shortline operators to acquire the lines, or for governments to purchase the line. The CTA is being amended to establish a process that offers communities and shippers a more reasoned approach to discontinuance when leased lines revert back to the owner railway. This process would only apply if the owner railway does not resume service on the line. Given these conditions, a railway will be required to:

Level of Service Obligations The level of service provisions of the CTA impose extensive level of service obligations on railways, authorize the Agency to investigate complaints, and provide broad authority for the Agency to order corrective action, if warranted. No amendments are proposed for these provisions; however, the Government of Canada has made a commitment to conduct a review of railway service to commence within 30 days after the above amendments to the rail freight provisions of the Canada Transportation Act have been passed. The Government of Canada will consult with the shippers and the railways on the scope and terms of reference for this review.

5: Kefauver Harris Amendment - Wikipedia

SUGAR ACT AMENDMENTS OF Subject: SUGAR ACT AMENDMENTS OF Keywords.

Johnson signed the Act into law in as part of his Great Society programs. However, it was a speech to Congress in by President John F. Kennedy that provided the impetus for federal participation in local transportation funding. In that speech President Kennedy articulated the need for federal financial assistance in fostering urban development and renewal through the planning and implementation of regional mass transportation systems across the country. NATURE OF THE ACT The act authorized grants and loans to assist states and local public bodies and agencies in financing mass transportation capital project costs, specifically including "the acquisition, construction, reconstruction, and improvement of facilities and equipment for use The individual limit was later raised to 80 percent of net project cost by the Federal-Aid Highway Act of Section 13 c of the act required state and local governments to make arrangements to preserve transit workers exercising collective-bargaining rights as a condition of receiving federal assistance in acquiring a privately owned transit company. The Supreme Court later held that this part of the act did not create a federal cause of action. Rather, Congress intended that collective-bargaining agreements between federal aid recipients and transit unions would be governed by state law applied in state courts Jackson Transit Auth. Primary responsibility for administering the act was transferred to the secretary of transportation in according to a plan of reorganization. UMTAA also mandated that planners prepare environmental impact analyses, hold public hearings, and make "special efforts" to accommodate the elderly and handicapped. The National Mass Transportation Assistance Act of added a provision requiring transit systems to charge elderly and handicapped persons half-fares during off-peak hours. It also authorized states and localities to use up to one-half of funds received under the act to defray transit system operating expenses. The Federal Public Transportation Act of expanded the authorized uses of funds received under the act to include capital and operating assistance for fixed rail projects, empowered the secretary to convert preexisting loans into grants, and established the creation of "metropolitan planning organizations" MPOs. The Reagan Administration sent tremors through the public transit industry in when it proposed eliminating financial assistance for transit system operating expenses. President Reagan ultimately approved legislation in early authorizing assistance for both operating expenses and capital expenditures through a program of block grants. However, the percentage of funds available for spending on operating expenses was capped at 80 to 95 percent of preexisting funding levels, depending on the size of the population served by the project Federal Public Transportation Act of Congress later increased the cap on financial assistance for operating expenses by The FMTA also included a provision authorizing future increases in the cap for such areas based on changes in the Consumer Price Index and, for all urban areas, excluded from the calculation of net project cost advertising and concession revenue in excess of levels. MPOs were given more authority but also more responsibility in project planning. Each MPO was now required to develop and periodically update a long-range plan taking into account project finances, land use , air quality, traffic congestion, and other related factors, as well a Transportation Improvement Program TIP containing a prioritized list of projects. The Federal Transit Act Amendments of introduced a clean fuel grant program. This program encourages the purchasing or leasing of clean-fuel buses and facilities. Permissible uses of federal funds were expanded to include spending on preventive maintenance, nonfixed route or door-to-door paratransit service for passengers with some physical or mental disability , equipment and facilities leases, safety equipment and facilities, and community facilities such as daycare and healthcare. However, urban areas with populations of , or more were no longer permitted to use federal dollars to help defray operating expenses. The operating expense spending limitations were lifted, on the other hand, for urban areas with populations of less than , The Urban Mass Transportation Act of is one of the few Great Society programs of President Johnson to enjoy broad bipartisan support over the years. It is emblematic of the spending programs Americans have come to expect from the federal government. Public transit has its share of problems, but without the massive federal assistance these transportation systems receive every year, those problems would be magnified beyond recognition. A

Bibliography for Students. Department of Transportation, "An Historical Overview," 5th ed. To conserve and enhance values in existing urban areas is essential. But at least as important are steps to promote economic efficiency and livability in areas of future development. Our national welfare therefore requires the provision of good urban transportation, with the properly balanced use of private vehicles and modern mass transport to help shape as well as serve urban growth. Cite this article Pick a style below, and copy the text for your bibliography.

6: CANADA TRANSPORTATION ACT AMENDMENTS INTRODUCED IN PARLIAMENT - www.enganche

Finally, acts may be referred to by a different name, or may have been renamed, the links will take you to the appropriate listing in the table. Sugar Act Amendments of Pub. L. , July 13, , 76 Stat.

7: TOPN: Sugar Act Amendments of | LII / Legal Information Institute

Short title and commencement.-(1) This Act may be called the Constitution (Thirteenth Amendment) Act, (2) It shall come into force on such date_ as the Central Government may, by notification in the Official Gazette, appoint.

8: Transportation on the ballot - Ballotpedia

Amendments of , lobbying by representatives of foreign governments reached something of an all-time high in intensity. Events had conspired to create in a.

9: The Constitution (Thirteenth Amendment) Act, | National Portal of India

Drug Amendments of ; Long title: An act to protect the public health by amending the Federal Food, Drug, and Cosmetic Act to assure the safety, effectiveness, and reliability of drugs, authorize standardization of drug names, and clarify and strengthen existing inspection authority; and for other purposes.

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