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**LOBBYING REPORT**

Lobbying Disclosure Act of 1995 (Section 5) - All Filers Are Required to Complete This Page

1. Registrant Name <b>Greenberg Traurig, LLP</b>			
2. Registrant Address <input type="checkbox"/> Check if different than previously reported Address <b>800 Connecticut Avenue, NW</b> Suite <b>500</b> City <b>Washington</b> State/Zip (or Country) <b>DC 20006</b>			
3. Principal Place of Business (if different from line 2) City _____ State/Zip (or Country) _____			
4. Contact Name <b>Nancy E. Taylor</b>	Telephone <b>202-331-3133</b>	E-mail (optional) <b>taylor@gtlaw.com</b>	5. Senate ID # <b>16896-3274</b>
7. Client Name <input type="checkbox"/> Self <b>Colorado Railcar Manufacturing, LLC</b>			6. House ID #

**TYPE OF REPORT** 8. Year 2003 Midyear (January 1-June 30)  OR Year End (July 1-December 31)

9. Check if this filing amends a previously filed version of this report 10. Check if this is a Termination Report  >> Termination Date \_\_\_\_\_11. No Lobbying Activity 

<b>INCOME OR EXPENSES - Complete Either Line 12 OR Line 13</b>	
<p><b>12. Lobbying Firms</b></p> <p>INCOME relating to lobbying activities for this reporting period was:</p> <p>Less than \$10,000 <input type="checkbox"/></p> <p>\$10,000 or more <input checked="" type="checkbox"/> &gt;&gt; \$ <u>\$40,000.00</u> Income (nearest \$20,000)</p> <p>Provide a good faith estimate, rounded to the nearest \$20,000 of all lobbying related income from the client (including all payments to the registrant by any other entity for lobbying activities on behalf of the client).</p>	<p><b>13. Organizations</b></p> <p>EXPENSES relating to lobbying activities for this reporting period were:</p> <p>Less than \$10,000 <input type="checkbox"/></p> <p>\$10,000 or more <input type="checkbox"/> &gt;&gt; \$ _____ Expenses (nearest \$20,000)</p> <p><b>14. REPORTING METHOD.</b> Check box to indicate expense accounting method. See instructions for description of options.</p> <p><input type="checkbox"/> <b>Method A.</b> Reporting amounts using LDA definitions only</p> <p><input type="checkbox"/> <b>Method B.</b> Reporting amounts under section 6033(b)(8) of the Internal Revenue Code</p> <p><input type="checkbox"/> <b>Method C.</b> Reporting amounts under section 162(e) of the Internal Revenue Code</p>

Signature \_\_\_\_\_

Date 2/3/2004Printed Name and Title Duane R. Gibson - Shareholder

Page 1 of 7

Registrant Name: Greenberg Traurig, LLP

Client Name: Colorado Railcar Manufacturing, LLC

**LOBBYING ACTIVITY.** Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. Using a separate page for each code, provide information as requested. Attach additional page(s) as needed.

15. General issue area code BUD (one per page)

16. Specific Lobbying issues  
**Federal transit and rail issues.**

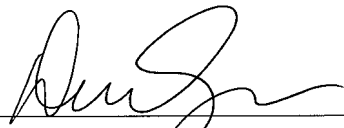
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17. House(s) of Congress and Federal agencies contacted  Check if None  
**House of Representatives**  
**Senate**

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Ayoob, Edward P.	Legislative Counsel, Senator Harry Reid	No
Blagman, Diane J.		No
Boulanger, Todd A.		No
Gibson, Duane R.	Senior Counsel, Cmt. on Trans. & Infrastructure	No
Hirni, James F.	Legislative Director, Senator Tim Hutchinson	No
Ring, Kevin A.		No
Slomowitz, Alan		No

19. Interest of each foreign entity in the specific issues listed on line 16 above  Check if None

Signature  Date 2/3/2004

Printed Name and Title Duane R. Gibson Shareholder Page 2 of 7

Registrant Name: Greenberg Traurig, LLP  
 Client Name: Colorado Railcar Manufacturing, LLC

0000532631

Item	Description	Data
18a	Lobbyist Name	Smith, Michael D.
18b	Covered Official Position	
18c	New Lobbyist	No
18a	Lobbyist Name	van Horne, Jon W.
18b	Covered Official Position	
18c	New Lobbyist	No
18a	Lobbyist Name	Vasell, Shawn
18b	Covered Official Position	
18c	New Lobbyist	No
18a	Lobbyist Name	Volz, Neil
18b	Covered Official Position	Chief of Staff, Representative Bob Ney
18c	New Lobbyist	No
18a	Lobbyist Name	Walsh, Daniel
18b	Covered Official Position	
18c	New Lobbyist	No
18a	Lobbyist Name	Williams, Michael E.
18b	Covered Official Position	
18c	New Lobbyist	No

Registrant Name: Greenberg Traurig, LLP

Client Name: Colorado Railcar Manufacturing, LLC

**LOBBYING ACTIVITY.** Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. **Using a separate page for each code**, provide information as requested. Attach additional page(s) as needed.

15. General issue area code RRR (one per page)

16. Specific Lobbying issues  
**Federal transit and rail issues.**

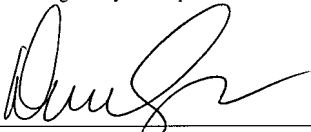
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17. House(s) of Congress and Federal agencies contacted  Check if None  
**House of Representatives**  
**Senate**

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Ayoob, Edward P.	Legislative Counsel, Senator Harry Reid	No
Boulanger, Todd A.		No
Gibson, Duane R.	Senior Counsel, Cmt. on Trans. & Infrastructure	No
Ring, Kevin A.		No
Smith, Michael D.		No
van Horne, Jon W.		No
Vasell, Shawn		No

19. Interest of each foreign entity in the specific issues listed on line 16 above  Check if None

Signature  Date 2/3/2004

Printed Name and Title Duane R. Gibson - Shareholder Page 4 of 7

Registrant Name: Greenberg Traurig, LLP

Client Name: Colorado Railcar Manufacturing, LLC

Item	Description	Data
18a	Lobbyist Name	Volz, Neil
18b	Covered Official Position	Chief of Staff, Representative Bob Ney
18c	New Lobbyist	No
18a	Lobbyist Name	Williams, Michael E.
18b	Covered Official Position	
18c	New Lobbyist	No

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Registrant Name: Greenberg Traurig, LLP

Client Name: Colorado Railcar Manufacturing, LLC

**LOBBYING ACTIVITY.** Select as many codes as necessary to reflect the general issue areas in which the registrant engaged in lobbying on behalf of the client during the reporting period. Using a separate page for each code, provide information as requested. Attach additional page(s) as needed.

15. General issue area code TRA (one per page)

16. Specific Lobbying issues  
**Federal transit and rail issues.**

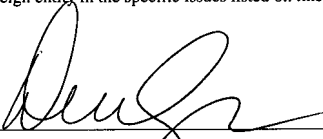
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17. House(s) of Congress and Federal agencies contacted  Check if None

18. Name of each individual who acted as a lobbyist in this issue area

Name	Covered Official Position (if applicable)	New
Ayoob, Edward P.	Legislative Counsel, Senator Harry Reid	No
Boulanger, Todd A.		No
Gibson, Duane R.	Senior Counsel, Cmt. on Trans. & Infrastructure	No
Ring, Kevin A.		No
Smith, Michael D.		No
van Horne, Jon W.		No
Vasell, Shawn		No

19. Interest of each foreign entity in the specific issues listed on line 16 above  Check if None

Signature  Date 2/3/2004

Printed Name and Title Duane R. Gibson Shareholder Page 6 of 7

Registrant Name: Greenberg Traurig, LLP  
Client Name: Colorado Railcar Manufacturing, LLC

0000532635

Item	Description	Data
18a	Lobbyist Name	Volz, Neil
18b	Covered Official Position	Chief of Staff, Representative Bob Ney
18c	New Lobbyist	No
18a	Lobbyist Name	Williams, Michael E.
18b	Covered Official Position	
18c	New Lobbyist	No

*Marshall University/University of Nebraska.*—The conference agreement includes \$2,000,000 to support Marshall University and the University of Nebraska to conduct safety studies in rail equipment, human factors, track, and rail safety related issues.

*West Virginia University (WVU).*—The conference agreement provides a total of \$250,000 for structural integrity research utilizing glass fiber reinforced polymers on railroad ties at WVU's Constructed Facilities Center.

#### RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The conference agreement includes a provision, proposed by both the House and the Senate, specifying that no new direct loans or loan guarantee commitments shall be made using federal funds for the payment of any credit premium amounts during fiscal year 2004. No federal appropriation is required since a non-federal infrastructure partner may contribute the subsidy amount required by the Credit Reform Act of 1990 in the form of a credit risk premium. Once received, statutorily established investigation charges are immediately available for appraisals and necessary determinations and findings.

The conference agreement includes a provision, proposed by the Senate, mandating that no payment of principal or interest shall be collected during fiscal year 2004 for the direct loan made to the National Railroad Passenger Corporation.

#### NEXT GENERATION HIGH-SPEED RAIL

The conference agreement provides \$37,400,000 for the next generation high-speed rail program instead of \$28,250,000 as proposed by the House and \$29,350,000 as proposed by the Senate. The following table summarizes the conference agreement by budgetary activity:

<i>Program</i>	<i>Amount</i>
Train control systems .....	\$10,000,000
North American joint PTC project .....	(9,000,000)
Train control—TTC .....	(1,000,000)
Non-electric locomotives .....	9,900,000
Advanced locomotive propulsion system .....	(3,000,000)
Prototype non-electric locomotive .....	(1,900,000)
Diesel multiple units compliance and demonstration .....	(5,000,000)
Grade crossing and innovative technologies .....	9,000,000
Mitigating hazards .....	(2,000,000)
Low-cost technologies .....	(1,000,000)
North Carolina pedestrian crossing safety pilot: Clayton grade separation .....	(800,000)
Springfield, Missouri grade reconfiguration study .....	(800,000)
Anchorage C Street corridor grade Crossing .....	(1,000,000)
Tupelo Rail study .....	(1,500,000)
New Orleans Union Passenger Terminal .....	(1,000,000)
KBS railroad Hazard elimination, Kankakee, IL .....	(400,000)
Ohio statewide highway-rail crossing barrier gates .....	(500,000)
Track and structures .....	1,000,000
Corridor planning .....	2,500,000
Gulf Coast corridor .....	(1,500,000)
Southeast corridor .....	(750,000)
Midwest regional rail planning and engineering study .....	(250,000)
Maglev .....	5,000,000
Washington to Baltimore maglev deployment .....	(1,000,000)
California-Nevada Interstate maglev project .....	(1,000,000)



<i>Program</i>	<i>Amount</i>
Pittsburgh-Greensburg, Pennsylvania maglev deployment project .....	(2,000,000)
Southern California maglev .....	(1,000,000)
Total .....	37,400,000

*Train control systems.*—The conferees note that several new and ongoing pilot projects are important to demonstrating the operational and safety benefits of wider deployment of train control system technologies on freight railroads. The conferees encourage the FRA to utilize a portion of its appropriations to further the development and testing of safety overlay train control technologies that work in conjunction with existing methods of operation and signal and control systems to protect against the consequences of human and technology failures.

*Diesel multiple units.*—The conference agreement provides \$5,000,000 to validate the compliance of diesel multiple units with existing passenger car safety standards and to make a grant to up to two public bodies for the purpose of initiating a demonstration in daily revenue service of a compliant DMU during calendar years 2003 and 2004. Federal funding shall only be made available if funds are matched on a dollar-for-dollar basis from non-federal sources and shall only be used for activities related to establishing the compliance of the DMU design with passenger safety standards and for the acquisition of DMUs (through a conventional competitive procurement process) and service facilities necessary for revenue service demonstration. All other expenses, including the cost of passenger facilities and any net operating expenses are not eligible for funding under this appropriation. In making the grant award decision, FRA shall consider among its criteria: the extent that the award would develop or facilitate the domestic rail passenger car manufacturing industry and the extent that it is compatible with DMU technology acquired pursuant to the fiscal year 2003 appropriation. Nothing shall preclude FRA from making funds available to the recipient of the fiscal year 2003 award.

*California corridor.*—Funds made available for high-speed rail in California should supplement, not replace, state funding for this same program.

*Northern New England high speed rail corridor.*—The conference agreement directs the Secretary to include the train routes from Boston, Massachusetts via Worcester and Springfield, Massachusetts to Albany, New York and from Springfield, Massachusetts via Hartford, Connecticut to New Haven, Connecticut as part of the existing Northern New England High Speed Rail Corridor.

*Magnetic levitation.*—In order to assist in the evaluation of the potential of magnetic levitation to achieve traffic congestion relief and determine its appropriate role in our nation's transportation system, the conferees direct FRA to provide the House and Senate Committees on Appropriations a report comparing the cost and benefits of magnetic levitation to other modes of travel. This report should be undertaken while moving forward on submitted projects.

*Rail-highway crossing hazard eliminations.*—A total of \$5,250,000 is made available for the elimination of rail-highway crossing hazards. A limited number of rail corridors are eligible for