

CHANGES FROM ORIGINAL DRAFT OF DRIVE AMENDMENT (EDW15730)

FINANCE DIVISION

1. Technical changes suggested by JCT to Sec. 52101 related to “Consistent basis reporting between estate and person acquiring property from decedent”, Sec. 52105 related to “Return due date modifications”, and Sec. 52104 related to “Additional information on returns relating to mortgage interest.”
2. Redrafted HHF rescission.
3. General Fund transfer provision (Sec. 51201) modified the highway/transit split – highways \$35,800,000,000 and transit 11,315,000,000.
4. Removed fugitive felons, Section 52303.

COMMERCE DIVISION

1. Removed Section 32201 related to minimum insurance standards.
2. Added back line about "prohibition of use of CSA data in court case”
3. Codified the freight savings provision
4. Fixed an incorrect CBO reference that should have been OMB

BANKING DIVISION

1. Recalculated the state minimum allocation under the formula which was included in Section 5338 but was omitted from 5339.
2. \$100 million increase per year in the High Intensity/Fixed Guideway State of Good Repair formula program (see offset under EPW).

EPW DIVISION

1. Conforming changes related to the authorization levels for TIFIA and the freight program. On Page 13, Line 25 and Page 14, Lines 1 and 2, of the original amendment (EDW15730) the numbers are changed as follows: \$40,079,500,000 for FY16, \$41,071,300,000 for FY17, \$42,127,100,000 for FY18, FY19-FY21 stay the same.
2. Split the set-aside for bridges off of the National Highway System and directed 50% of those funds onto bridges that are off the Federal-aid system entirely (i.e., small bridges that would be difficult to fund using only local dollars).
3. Reduced TIFIA by \$50 million and AMP by \$50 million each year (offset for Transit changes)