

CHANGES: MCCONNELL #2266 (EDW15730) TO MODIFICATION #1 (EDW15748)

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)

CHANGES FROM MODIFICATION #1 (EDW15748) TO MOD #2 (EDW15759)

FINANCE DIVISION

1. Removes Section 52301 (Hardest Hit Fund termination).
2. Adjusts General Fund transfer provision.
3. Transfers \$100m per year in 2015, 2016, and 2017 of surplus funds from the LUST trust fund to the Highway Trust Fund.

COMMERCE DIVISION

1. Section 32302: Modifies underlying provision to stipulate that DOT can proceed with non-statutory rulemaking upon a finding of “significant need” vs previous language that stipulated “an imminent and significant safety need”
2. Section 32003: Strikes “analysis of violation information” to ensure U.S. DoT can use the analysis in a safety fitness determination rulemaking
3. Section 31206: Clarifies compliance with FITARA and was requested by HSGAC. Ensures DoT’s Chief Information Officer consults with the Director of the Bureau of Transportation Statistics on the protection of the confidentiality of information.
4. Section 35431: Modifies Real-Time Emergency Response Information as passed by the Senate Commerce Committee to allow local first responders the ability to request advance notice of information regarding the movement of High Hazard Flammable Trains via existing Fusion Centers.
5. New Section in Rail Title (Title 5): To require the Federal Railroad Administration to maintain bridge inspection reports and provide such reports to state and local officials upon request.
6. Clarifies the substitute’s underlying thermal blanket standard to ensure greater protections in the event of a pool fire of retrofitted or new rail tank cars.
7. Strikes an extraneous paragraph no longer needed because of previous edits that were already incorporated in earlier McConnell amendment

EPW DIVISION

1. Reduces the authorization level for the freight program in FY16 from \$1.5B to \$1.0B and in FY17 from \$1.75B to \$1.45B.
2. Reduces the annual authorization level for TIFIA from \$450M to \$300M;
3. Removes the \$26M/year authorization out of the HTF for the Bureau of Transportation Statistics.

BANKING DIVISION

1. Slows the growth of major formula programs in the transit title to an average of 2% in the first year and at CPI annually thereafter with the exception of the Urbanized Area Formula Grants and the Bus and Bus Facilities program, which each receive an additional \$50 million in 2018. Retains significant growth in both the Bus and Bus Facilities Program and the State of Good Repair Program for fixed guideway systems at 43% and 12% respectively.

MISCELLANEOUS DIVISION

1. Incorporates the provisions of the House-passed version of HR 22, Hire More Heroes (passed the House 412-0 on January 6, 2015) since those provisions would be eliminated by the substitute amendment.