



Provision	Effective	House Bill								Senate Amendment							
		1998	1999	2000	2001	2002	1998-02	2003-07	1998-07	1998	1999	2000	2001	2002	1998-02	2003-07	1998-07
<b>IV. ADDITIONAL PROVISIONS IN SENATE AMENDMENT</b>																	
1. Clarification of tax treatment of environmental grant monies.....	DOE	----- No Provision -----								----- No Revenue Effect -----							
2. Allow tax-exempt financing for certain private sector highway infrastructure construction.....	bia DOE	---	---	-2	-5	-7	-14	-69	-83	---	---	-2	-5	-7	-14	-69	-83
3. Delay indexing for all qualified transportation benefits in 1999, allow employees to elect cash in lieu of qualified transportation benefit (effective for taxable years beginning after 12/31/97), allow employers to offer up to \$100 each month in qualified fringe benefits for transit and vanpooling (effective 1/1/02), with indexing for inflation (starting in taxable years beginning after 12/31/02).....	---	----- No Provision -----								---	3	3	4	-1	9	-40	-31
4. Revenue effects of creation of the Transportation Infrastructure Finance and Innovation Act program within the Highway Trust Fund:																	
a. Additional tax-exempt debt.....	DOE	----- No Provision -----								---	-2	-12	-45	-81	-140	-212	-352
b. Annual credit enhancement fee [5].....	DOE	----- No Provision -----								---	2	19	48	73	142	212	354
5. Revenue effects of reauthorization and expansion of the State Infrastructure Bank program.....	DOE	----- No Provision -----								---	-1	-2	-5	-8	-17	-99	-116
<b>SUBTOTAL: ADDITIONAL PROVISIONS IN SENATE AMENDMENT .....</b>		---	---	---	---	---	---	---	---	---	2	6	-3	-24	-20	-208	-228
<b>NET TOTAL .....</b>		---	-5	[2]	-12	69	52	96	147	---	-13	6	6	-12	-15	-31	-46

Joint Committee on Taxation

NOTE: Details may not add to totals due to rounding.

Legend: (H) = House bill  
(S) = Senate amendmentLegend for "Effective" column:  
bia = bonds issued after  
DOE = date of enactment  
tia = taxes imposed after

[1] The Congressional Budget Office revenue baseline assumes that the Highway Trust Fund excise taxes and exemptions to the taxes will remain in effect throughout the budget window. Thus, the extension of the excise taxes and certain exemptions is scored as having no revenue effect. For the House Bill, the table shows the net budget effect of retaining the present-law expiration dates for the alcohol fuels tax subsidies. For fiscal years 2001 through 2007, Federal revenues increase by a total of \$3,907 million, and Federal outlays increase by a total of \$185 million, for a net gain of \$3,722 million. For the Senate Amendment, the table shows the revenue effect of reducing the alcohol fuels income tax credit and excise tax exemption from 54 cents/gallon to 53 cents/gallon in 2001-2002, 52 cents/gallon in 2003-2004, and 51 cents/gallon thereafter. (Outlay estimate provided by the Congressional Budget Office.)

[2] Loss of less than \$500,000.

[3] Positive numbers indicate that Federal outlays will decline, and negative numbers indicate that Federal outlays will increase. Estimate provided by the Congressional Budget Office.

[4] The Congressional Budget Office has determined that this provision will have no effect on Federal outlays.

[5] Estimate provided by the Congressional Budget Office.