

Highway Trust Fund Spending Authority Growth Amounts and Rates, by Mode, in the FAST Act Conference Agreement

Millions of dollars.

| | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | 5-Year |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <u>Gross Highway C.A.</u> | | | | | | | |
| Flat-Line Baseline | 40,995.0 | 40,995.0 | 40,995.0 | 40,995.0 | 40,995.0 | 40,995.0 | 204,975.0 |
| Inflated Baseline/House Bill | 40,995.0 | 41,606.0 | 42,338.0 | 43,192.0 | 44,046.0 | 44,940.0 | 216,122.0 |
| Senate Bill | 40,995.0 | 42,264.5 | 43,535.3 | 44,970.1 | 46,398.4 | 47,521.7 | 224,690.0 |
| Conference Report | 40,995.0 | 43,100.0 | 44,005.1 | 44,973.2 | 46,007.6 | 47,104.1 | 225,190.0 |
| Conf. vs. Flat-Line | | +2,105.0 | +3,010.1 | +3,978.2 | +5,012.6 | +6,109.1 | +20,215.0 |
| Conf. vs. House | | +1,494.0 | +1,667.1 | +1,781.2 | +1,961.6 | +2,164.1 | +9,068.0 |
| Conf. vs. Senate | | +835.5 | +469.8 | +3.1 | -390.8 | -417.6 | +500.0 |
| <u>Highway Growth Rate</u> | | | | | | | |
| House Bill | | +1.5% | +1.8% | +2.0% | +2.0% | +2.0% | |
| Senate Bill | | +3.1% | +3.0% | +3.3% | +3.2% | +2.4% | |
| Conference Report | | +5.1% | +2.1% | +2.2% | +2.3% | +2.4% | |
| <u>Mass Transit C.A.*</u> | | | | | | | |
| Flat-Line Baseline | 8,595.0 | 8,595.0 | 8,595.0 | 8,595.0 | 8,595.0 | 8,595.0 | 42,975.0 |
| Inflated Baseline/House Bill | 8,595.0 | 8,724.0 | 8,879.0 | 9,059.0 | 9,240.0 | 9,429.0 | 45,331.0 |
| Senate Bill | 8,595.0 | 9,383.7 | 9,380.0 | 9,685.7 | 10,101.1 | 10,351.8 | 48,902.3 |
| Conference Report | 8,595.0 | 9,347.6 | 9,733.7 | 9,733.4 | 9,939.4 | 10,150.3 | 48,904.4 |
| Conf. vs. Flat-Line | | 752.6 | 1,138.7 | 1,138.4 | 1,344.4 | 1,555.3 | 5,929.4 |
| Conf. vs. House | | +623.6 | +854.7 | +674.4 | +699.4 | +721.3 | +3,573.4 |
| Conf. vs. Senate | | -36.1 | +353.7 | +47.6 | -161.7 | -201.4 | +2.0 |
| <u>Mass Transit Growth Rate</u> | | | | | | | |
| House Bill | | +1.5% | +1.8% | +2.0% | +2.0% | +2.0% | |
| Senate Bill | | +9.2% | +0.0% | +3.3% | +4.3% | +2.5% | |
| Conference Report | | +8.8% | +4.1% | +0.0% | +2.1% | +2.1% | |
| <u>FMCSA and NHTSA C.A.</u> | | | | | | | |
| Flat-Line Baseline | 1,252.0 | 1,252.0 | 1,252.0 | 1,252.0 | 1,252.0 | 1,252.0 | 6,260.0 |
| Inflated Baseline/House Bill | 1,252.0 | 1,309.0 | 1,295.2 | 1,326.3 | 1,357.6 | 1,390.7 | 6,678.7 |
| Senate Bill | 1,252.0 | 1,293.7 | 1,329.2 | 1,357.1 | 1,385.5 | 1,414.6 | 6,780.1 |
| Conference Report | 1,252.0 | 1,296.7 | 1,375.5 | 1,404.4 | 1,428.1 | 1,454.1 | 6,958.9 |
| Conf. vs. Flat-Line | | +44.7 | +123.5 | +152.4 | +176.1 | +202.1 | +698.9 |
| Conf. vs. House | | -12.3 | +80.3 | +78.1 | +70.6 | +63.4 | +280.1 |
| Conf. vs. Senate | | +3.1 | +46.3 | +47.4 | +42.6 | +39.5 | +178.8 |
| <u>FMCSA and NHTSA Growth Rate</u> | | | | | | | |
| House Bill | | +4.6% | -1.1% | +2.4% | +2.4% | +2.4% | |
| Senate Bill | | +3.3% | +2.7% | +2.1% | +2.1% | +2.1% | |
| Conference Report | | +3.6% | +6.1% | +2.1% | +1.7% | +1.8% | |
| <u>TOTAL HIGHWAY TRUST FUND C.A.</u> | | | | | | | |
| Flat-Line Baseline | 50,842.0 | 50,842.0 | 50,842.0 | 50,842.0 | 50,842.0 | 50,842.0 | 254,210.0 |
| Inflated Baseline/House Bill | 50,842.0 | 51,639.0 | 52,512.2 | 53,577.3 | 54,643.6 | 55,759.7 | 268,131.7 |
| Senate Bill | 50,842.0 | 52,941.9 | 54,244.5 | 56,012.9 | 57,885.0 | 59,288.1 | 280,372.4 |
| Conference Report | 50,842.0 | 53,744.3 | 55,114.3 | 56,111.0 | 57,375.1 | 58,708.6 | 281,053.3 |
| Conf. vs. Flat-Line | | +2,902.3 | +4,272.3 | +5,269.0 | +6,533.1 | +7,866.6 | +26,843.3 |
| Conf. vs. House | | +2,105.3 | +2,602.1 | +2,533.7 | +2,731.5 | +2,948.9 | +12,921.5 |
| Conf. vs. Senate | | +802.4 | +869.8 | +98.1 | -509.9 | -579.5 | +680.8 |
| <u>Total HTF C.A. Growth Rate</u> | | | | | | | |
| House Bill | | +1.6% | 1.7% | +2.0% | +2.0% | +2.0% | |
| Senate Bill | | +4.1% | +2.5% | +3.3% | +3.3% | +2.4% | |
| Conference Report | | +5.7% | +2.5% | +1.8% | +2.3% | +2.3% | |

*Senate and conference report include \$199 million in positive train control implementation grants for commuter railroads in FY 2016 (Senate) or FY 2017 (conference).