

House STRR Act vs Senate DRIVE Act - Financial Overview								
	House STRR Act				Senate DRIVE Act			
HTF CA provided?	\$325.0 billion over FY 2016-2021				\$341.2 billion over FY 2016-2021			
"Pay-fors" above current law HTF tax levels?	None included in the bill. The House is expected to leave enough of the DRIVE Act pay-fors intact necessary to pay for STRR - about \$33 billion.				\$37.5 billion in pay-fors remaining after P.L. 114-41 - enough to fund the DRIVE Act to the end of FY 2018.			
Shutoff after pay-fors expire?	Sec. 1414(a) says SecDOT "shall not distribute funds authorized in this Act" for any of FYs 2019-2021 unless "a law enacted after" STRR adds enough money to the HTF to maintain \$5 billion minimum HTF balance for such year. <u>CBO scores this as preventing any new HTF contract authority from being created after 9-30-18 except for administrative expenses.</u>				Sec. 80002 says SecDOT "shall not approve any obligation of funds" from the HTF if DOT and Treasury project that the HTF will fail \$5 billion minimum balance test from any of FY 2019-2021. (Assumption that Congress will pass a subsequent law adding more money to the HTF is implicit rather than explicit.) Contract authority can still be created but just not obligated.			
Tied to HTF revenues?	Sec. 1414(b) ties FY 2017-2021 highway and transit funding to the current-law estimates of HTF tax receipts. If actual HTF-HA or HTF-MTA tax receipts for FY 2015 are above/below the estimates written into sec. 1114(b), FY 2017 highway or transit CA and obligation limitations will be increased/lowered by the same amount. FY 2016 actual tax receipts will control FY 2018 CA and obligation limitations; etc. etc.				No similar provision.			
Rescissions of CA?	Sec. 1415 rescinds \$6.0 billion of pre-FY 2018 highway formula contract authority on July 1, 2018.				No explicit rescissions, and sec. 80003 declares that any rescission of CA provided by the bill for FY 2019-2021 shall not be counted under any budget law or Congressional budget rule.			
Annual HTF highway spending increases?	<u>Fiscal Year</u>	<u>FAHP Obs.</u>	<u>vs. Prior FY</u>	<u>Growth</u>	<u>Fiscal Year</u>	<u>FAHP Obs.</u>	<u>vs. Prior FY</u>	<u>Growth</u>
	FY 2015	\$40.995 b			FY 2015	\$40.995 b		
	FY 2016	\$41.106 b	+ \$611 m	+1.5%	FY 2016	\$42.365 b	+ \$1.370 b	+3.3%
	FY 2017	\$42.338 b	+ \$732 m	+1.8%	FY 2017	\$43.635 b	+ \$1.271 b	+3.0%
	FY 2018	\$43.192 b	+ \$854 m	+2.0%	FY 2018	\$45.070 b	+ \$1.435 b	+3.3%
	FY 2019	\$44.046 b	+ \$854 m	+2.0%	FY 2019	\$46.498 b	+ \$1.478 b	+3.2%
	FY 2020	\$44.940 b	+ \$894 m	+2.0%	FY 2020	\$47.622 b	+ \$1.123 b	+2.4%
FY 2021	\$45.835 b	+ \$895 m	+2.0%	FY 2021	\$48.772 b	+ \$1.150 b	+2.4%	
Annual HTF mass transit spending increases?	<u>Fiscal Year</u>	<u>Transit Obs.</u>	<u>vs. Prior FY</u>	<u>Growth</u>	<u>Fiscal Year</u>	<u>Transit Obs.</u>	<u>vs. Prior FY</u>	<u>Growth</u>
	FY 2015	\$8.595 b			FY 2015	\$8.595 b		
	FY 2016	\$8.724 b	+ \$129 m	+1.5%	FY 2016	\$9.185 b	+ \$590 m	+6.9%
	FY 2017	\$8.879 b	+ \$155 m	+1.8%	FY 2017	\$9.380 b	+ \$195 m	+2.1%
	FY 2018	\$9.059 b	+ \$180 m	+2.0%	FY 2018	\$9.866 b	+ \$486 m	+5.2%
	FY 2019	\$9.240 b	+ \$181 m	+2.0%	FY 2019	\$10.101 b	+ \$235 m	+2.4%
	FY 2020	\$9.429 b	+ \$189 m	+2.0%	FY 2020	\$10.352 b	+ \$251 m	+2.5%
FY 2021	\$9.618 b	+ \$189 m	+2.0%	FY 2021	\$10.609 b	+ \$258 m	+2.5%	
Annual HTF safety spending increases for NHTSA/FMCSA/PTC?	<u>Fiscal Year</u>	<u>Safety Obs.</u>	<u>vs. Prior FY</u>	<u>Growth</u>	<u>Fiscal Year</u>	<u>Safety Obs.</u>	<u>vs. Prior FY</u>	<u>Growth</u>
	FY 2015	\$1.252 b			FY 2015	\$1.252 b		
	FY 2016	\$1.309 b	+ \$.057 m	+4.6%	FY 2016	\$1.493 b	+ \$.241 m	+19.2%
	FY 2017	\$1.295 b	- \$.014 m	-1.1%	FY 2017	\$1.329 b	- \$.164 m	-11.0%
	FY 2018	\$1.326 b	+ \$.031 m	+2.4%	FY 2018	\$1.357 b	+ \$.028 m	+2.1%
	FY 2019	\$1.358 b	+ \$.031 m	+2.4%	FY 2019	\$1.386 b	+ \$.028 m	+2.1%
	FY 2020	\$1.391 b	+ \$.033 m	+2.4%	FY 2020	\$1.415 b	+ \$.029 m	+2.1%
FY 2021	\$1.423 b	+ \$.032 m	+2.4%	FY 2021	\$1.444 b	+ \$.030 m	+2.1%	

CBO Scores of Total HTF Contract Authority Under the DRIVE Act, the STRR Act (As Reported), and the Rules Committee Print of the STRR Act Which Will Be Considered by the House

Two things to note here. First, the Rules print that will actually be considered by the House fixes a technical error in the T&I-reported version of H.R. 3763 that would have caused \$8.8 billion in contract authority over baseline levels to be created in FY 2017. But also, the CBO scores released Friday evening reveal the different workings of section 80002 of the DRIVE Act versus section 1414(a) of STRR. Both of those provisions are intended to shut off new HTF spending after the end of FY 2018 unless Congress passes subsequent legislation to keep the Trust Fund solvent. But while the Senate provision allows contract authority to be created but prohibits it from being obligated (spent), the House version prevents new contract authority from being created at all after 9/30/18 (except for \$731 million per year in administrative overhead at FHWA, NHTSA and FMCSA). This messes up the baseline for the next bill - under the House language, CBO will score whatever HTF solvency bill Congress passes in 2018 as creating an entire new \$50+ billion per year transportation program instead of continuing an existing one.

(Millions of dollars of contract authority.)

	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	3-Year	6-Year	10-Year
	<u>CBO</u>	<u>CBO</u>	<u>CBO</u>	<u>CBO</u>	<u>CBO</u>	<u>CBO</u>	<u>CBO</u>	<u>CBO</u>	<u>CBO</u>	<u>CBO</u>	<u>FY16-18</u>	<u>FY16-21</u>	<u>FY16-25</u>
<u>DRIVE Act (July 24 version)</u>													
Baseline HTF Contract Authority	51,143	51,143	51,143	51,143	51,143	51,143	51,143	51,143	51,143	51,143	153,429	306,858	511,430
Specified in Bill	53,144	54,644	56,413	58,285	59,688	61,126					164,201	343,300	343,300
Assumed in Baseline After FY21							61,126	61,126	61,126	61,126			244,504
DRIVE Act vs. Baseline	+2,001	+3,501	+5,270	+7,142	+8,545	+9,983	+9,983	+9,983	+9,983	+9,983	+10,772	+36,442	+76,371
<u>H.R. 3763 As Reported</u>													
Baseline HTF Contract Authority	51,143	51,143	51,143	51,143	51,143	51,143	51,143	51,143	51,143	51,143	153,429	306,858	511,430
Specified in Bill (Gross)	51,597	52,513	53,580	730	731	731					157,690	159,882	159,882
Assumed in Baseline After FY21							731	731	731	731			2,924
Sec. 1414(b) Adjustment		8,822									8,822	8,822	8,822
Rescission in sec. 1415			-6,000								-6,000	-6,000	-6,000
Total CA Under H.R. 3763	51,597	61,335	47,580	730	731	731	731	731	731	731	160,512	162,704	165,628
H.R. 3763 vs. Baseline	+454	+10,192	-3,563	-50,413	-50,412	-50,412	-50,412	-50,412	-50,412	-50,412	+7,083	-144,154	-345,802
<u>Rules Committee Print 114-32</u>													
Baseline HTF Contract Authority	51,143	51,143	51,143	51,143	51,143	51,143	51,143	51,143	51,143	51,143	153,429	306,858	511,430
Specified in Bill (Gross)	51,597	52,513	53,580	730	731	731					157,690	159,882	159,882
Assumed in Baseline After FY21							731	731	731	731			2,924
Rescission in sec. 1415			-6,000								-6,000	-6,000	-6,000
Total CA Under Rules Print	51,597	52,513	47,580	730	731	731	731	731	731	731	151,690	153,882	156,806
Rules Print vs. Baseline	+454	+1,370	-3,563	-50,413	-50,412	-50,412	-50,412	-50,412	-50,412	-50,412	-1,739	-152,976	-354,624

Comparison of "MegaProject" Programs in the House and Senate Bills

The Senate bill actually has two megaproject programs - the AMP program in sec. 44002, explained below, and a competitive program for freight projects in sec. 44003. But the freight project program is not funded - it only got a general fund authorization for appropriations that may never materialize, so it is not really comparable to the House program or to AMP.

	House Bill	Senate Bill
	Nationally Significant Freight and Highway Projects (STRR Act sec. 1111)	Assistance for Major Projects (DRIVE Act sec. 44002)
Located where?	23 U.S.C. §117	23 U.S.C. §171
Funding?	HTF Highway Account contract authority - \$725 million in FY 2016, \$735 million in FY 2017, and \$750 million per year thereafter through FY 2021. \$4.46 billion over six years.	HiTF Highway Account contract authority - \$250 million in FY 2016, rising by \$50 million per year until capped at \$400 million per year in FY 2019-2021. \$2.10 billion over six years.
Funding Set-Asides?	Not more than \$500 million of the 2016-2021 aggregate total can be used for intermodal or rail freight projects on the NMFN. 20 percent annual set aside for rural projects, which is concurrent with a 10 percent annual set-aside for projects too small to make the minimum size threshold.	20 percent maximum of each year's total can be used for freight or transit projects. 20 percent annual set-aside for rural projects.
Max. Federal Share?	NSFHP money cannot exceed 50 percent of project cost. NHFSP plus state highway formula apportionments cannot exceed 80 percent of project cost.	Not specified in the AMP section so, presumably, the general title 23 or 49 shares apply.
Carried out by who?	Secretary of Transportation	Federal Highway Administrator
Eligible Applicants?	States, groups of states, MPOs over 200k population, local governments, special purpose districts/authorities including port authorities, Fed land management agencies applying jointly with states.	States, groups of states, local government, groups of local governments, tribal governments, transit agencies, special purpose districts, port authorities, political subdivisions of states and local governments, Fed land management agencies when applying jointly with states, or multi-state or multi-jurisdictional entities.
Eligible Project Types?	Freight projects on the NHFN, highway/bridge projects on the NHS; intermodal projects on the NMFN; or rail-highway grade crossing/separation projects.	Any capital project eligible for federal funding under title 23 or title 49, U.S.C.
Minimum Project Size?	Total project costs equal to or exceeding the lesser of \$100 million, or 30 percent of a state's total annual federal highway apportionment for a project located in a single state; or, for multi-state projects, 50 percent of the annual federal highway apportionment of the largest participating state.	Total project costs equal to or exceeding the lesser of \$350 million, or 25 percent of a state's total annual federal highway apportionment for a project located in a single state; or 10 percent of a rural state's (80 ppsqm) total annual federal highway apportionment; or, for multi-state projects, 75 percent of the annual federal highway apportionment of the largest participating state.
Minimum Grant Size?	No statutory minimum for regular grants; \$5 million minimum for rural/small grants.	\$50 million (except for rural projects which have no minimum size).
TIFIA?	NSFHP money can be used to pay for TIFIA subsidy and administrative costs.	AMP money can be used to pay for TIFIA subsidy and administrative costs.
Congressional Notification?	SecDOT must submit grant notifications to Congress and the grant cannot be made until after Congress has 60 days to enact a joint resolution disapproving the project.	The original EPW version of DRIVE required the FHWA Administrator to submit a list of proposed projects to Congress and then Congress would have to pass a resolution approving the list - but this provision was dropped from the final version of the bill.

How Will Federal-Aid Highway Program (FAHP) Formula Contract Authority Be Divided Between States and Amongst Programs?

Per 23 U.S.C. §104, sections 1101(a) and 1104 of the STRR Act, and sections 11101(a) and 11103 of the DRIVE Act

	Current Law (MAP-21) and Extension	House (STRR Act)	Senate (DRIVE Act)
What is the annual total FAHP contract authority amount?	FY 2013 - \$37,476,819,674 FY 2014 - \$37,798,000,000 FY 2015 - \$37,398,000,000	FY 2016 - \$38,419,500,000 FY 2017 - \$39,113,500,000 FY 2018 - \$39,927,500,000 FY 2019 - \$40,764,000,000 FY 2020 - \$41,623,000,000 FY 2021 - \$42,483,000,000	FY 2016 - \$39,579,500,000 FY 2017 - \$40,771,100,000 FY 2018 - \$42,127,100,000 FY 2019 - \$43,476,400,000 FY 2020 - \$44,570,700,000 FY 2021 - \$45,690,900,000
How much is each State's share of total FAHP contract authority each year?	Each year the national FAHP contract authority total is multiplied by each state's percentage share of total formula apportionments in FY 2012.	Each year the national total FAHP base apportionment and the supplemental NHPP and STBGP amounts per 23 U.S.C. §104(h) are multiplied to each state's percentage share of total formula apportionments in FY 2015.	Each year the national FAHP contract authority total is multiplied by each state's percentage share of total formula apportionments in FY 2014.
Donor state adjustment?	Then all state apportionments are adjusted, if necessary, to ensure that each state is apportioned at least 95 percent of the dollars it contributed to the HTF Highway Account in the most recent year for which data is available.	No change from MAP-21.	No change from MAP-21.
Any allocated programs taken "off the top" of the national apportionment total?	No.	\$3.5 million per year for allocated SAFETEA-LU safety programs is taken off the top, per section 1408 of STRR and section 1519(a) of MAP-21	No.
How are transportation alternatives handled?	An amount of FAHP contract authority equal to 2 percent of that year's total FHWA C.A. is set aside for transportation alternatives in 23 U.S.C. §213, with each state's share of the 2 percent based on its share of total transportation enhancement funding in FY 2009.	A fixed amount (\$819.9 million) is taken off the top for a transportation alternatives set-aside of the STBGP, with each state's share of the \$819.9 million being the same as the state's share of total apportionments.	A fixed amount (\$850 million) is taken off the top of each year's total FAHP contract authority amount for TA under §213. Each state's share of the \$850 million is the same as the state's share of the TA program under MAP-21.
Are there other funds taken "off the top" of the national apportionment total?	No.	\$200 million over FY16-18 of NHPP and \$924 million over FY16-21 of STBGP is set aside and re-apportioned as supplemental funding for those programs which is not subject to the set-asides and percentage divisions shown below.	No.
First item taken "off the top" of each state's total?	FHWA determines how much of each state's FY 2009 formula money went to CMAQ funding and then multiplies that percentage times the state's remaining apportionment total.	No change.	No change.
Second item taken "off the top" of each state's total?	Nothing.	Nothing.	FHWA then multiplies each state's share of that year's total apportionments and multiplies it times the amount of the annual National Freight Program authorization (rising from \$1.0 in FY16 to \$2.5 billion in FY21) and sets that money aside in the state's annual apportionment.
Metropolitan Planning takedown?	FHWA determines how much of each state's FY 2009 formula money went to MP and then multiplies that percentage times the state's apportionment total. This has the effect of slightly reducing the earlier CMAQ calculations.	No change.	No change except for the addition of the National Freight Program to the list of items to which the MP takedown applies.
NHPP State Total	63.7 percent of a state's remainder after TA, CMAQ and MP set-asides/takedowns.	No change.	65.0 percent of a state's remainder after TA, CMAQ, MP and NFP set-asides/takedowns.
STP State Total	29.3 percent of a state's remainder after TA, CMAQ and MP set-asides/takedowns.	No change except to rename the program the "Surface Transportation Block Grant Program"	29.0 percent of a state's remainder after the CMAQ, MP and NFP set-asides/takedowns.
HSIP State Total	7.0 percent of a state's remainder after TA, CMAQ and MP set-asides/takedowns.	No change.	6.0 percent of a state's remainder after the CMAQ, MP and NFP set-asides/takedowns.

Comparing Highway Formula Funding Apportionments - STRR Act vs DRIVE Act
(Millions of dollars of contract authority)

	National Highway Performance Prog.			Surface Trans. Prog./Block Grant		
	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>
FY 2015	21,908.2	21,908.2	0.0	10,077.1	10,077.1	0.0
FY 2016	22,239.0	22,812.6	573.6	10,299.8	10,177.9	-121.8
FY 2017	22,629.8	23,261.1	631.3	10,513.4	10,378.0	-135.4
FY 2018	23,086.3	23,748.4	662.1	10,767.1	10,595.4	-171.6
FY 2019	23,596.3	24,382.8	786.6	10,989.7	10,878.5	-111.2
FY 2020	24,087.3	24,984.1	896.8	11,248.9	11,146.7	-102.1
FY 2021	24,578.9	25,601.5	1,022.6	11,508.3	11,422.2	-86.1

	Highway Safety Improvement Prog.			Congestion Mitigation & Air Quality		
	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>
FY 2015	2,192.4	2,192.4	0.0	2,266.9	2,266.9	0.0
FY 2016	2,215.3	1,885.8	-329.6	2,298.9	2,313.3	14.4
FY 2017	2,253.3	1,927.2	-326.1	2,339.8	2,358.7	18.9
FY 2018	2,298.5	1,972.2	-326.3	2,387.0	2,408.1	21.1
FY 2019	2,343.6	2,030.7	-312.9	2,434.2	2,472.4	38.2
FY 2020	2,391.1	2,086.2	-304.9	2,483.6	2,533.3	49.7
FY 2021	2,438.7	2,143.2	-295.5	2,533.1	2,595.9	62.8

	Transportation Alternatives Prog.			Metropolitan Planning Program		
	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>
FY 2015	819.9	819.9	0.0	313.6	313.6	0.0
FY 2016	819.9	850.0	30.1	318.1	328.4	10.3
FY 2017	819.9	850.0	30.1	323.8	338.5	14.8
FY 2018	819.9	850.0	30.1	330.3	350.0	19.7
FY 2019	819.9	850.0	30.1	338.8	361.5	22.6
FY 2020	819.9	850.0	30.1	343.7	370.8	27.1
FY 2021	819.9	850.0	30.1	350.5	380.3	29.7

	Rail-Highway Grade Crossings			National Freight Program		
	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>
FY 2015	220.0	220.0	0.0	0.0	0.0	0.0
FY 2016	225.0	220.0	-5.0	0.0	991.5	991.5
FY 2017	230.0	220.0	-10.0	0.0	1,437.7	1,437.7
FY 2018	235.0	220.0	-15.0	0.0	1,983.0	1,983.0
FY 2019	240.0	220.0	-20.0	0.0	2,280.5	2,280.5
FY 2020	245.0	220.0	-25.0	0.0	2,379.7	2,379.7
FY 2021	250.0	220.0	-30.0	0.0	2,478.8	2,478.8

	Total Funding Apportioned by Formula (Excludes Ferries)					
	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
STRR Act	38,416.0	39,110.0	39,924.0	40,762.5	41,619.5	42,479.5
DRIVE Act	39,579.5	40,771.3	42,127.1	43,476.4	44,570.7	45,691.9
Difference	1,163.5	1,661.3	2,203.1	2,713.9	2,951.2	3,212.4

State Percentage Shares of Total Highway Formula Contract Authority Under House STRR Act and Senate DRIVE Act - 3-Year (FY16-18) and 6-Year (FY16-21)

(Excludes the ferry boat program)

<u>State</u>	<u>Actual FY 2015</u>	<u>STRR Act 3-Year</u>	<u>DRIVE Act 3-Year</u>	<u>STRR Act 6-Year</u>	<u>DRIVE Act 6-Year</u>
Alabama	1.9373%	1.9366%	1.9373%	1.9369%	1.9373%
Alaska	1.2804%	1.2799%	1.2804%	1.2801%	1.2804%
Arizona	1.8683%	1.8676%	1.8683%	1.8680%	1.8683%
Arkansas	1.3221%	1.3216%	1.3221%	1.3218%	1.3221%
California	9.3721%	9.3686%	9.3721%	9.3705%	9.3721%
Colorado	1.3655%	1.3649%	1.3655%	1.3652%	1.3655%
Connecticut	1.2825%	1.2820%	1.2825%	1.2823%	1.2825%
Delaware	0.4319%	0.4318%	0.4319%	0.4319%	0.4319%
Dist. of Col.	0.4074%	0.4073%	0.4074%	0.4074%	0.4074%
Florida	4.8381%	4.8362%	4.8381%	4.8371%	4.8381%
Georgia	3.2971%	3.2959%	3.2971%	3.2965%	3.2971%
Hawaii	0.4319%	0.4317%	0.4319%	0.4318%	0.4319%
Idaho	0.7304%	0.7301%	0.7304%	0.7302%	0.7304%
Illinois	3.6304%	3.6291%	3.6304%	3.6298%	3.6304%
Indiana	2.4331%	2.4322%	2.4331%	2.4327%	2.4331%
Iowa	1.2549%	1.2545%	1.2549%	1.2547%	1.2549%
Kansas	0.9650%	0.9646%	0.9650%	0.9648%	0.9650%
Kentucky	1.6966%	1.6960%	1.6966%	1.6963%	1.6966%
Louisiana	1.7922%	1.7915%	1.7922%	1.7919%	1.7922%
Maine	0.4714%	0.4712%	0.4714%	0.4713%	0.4714%
Maryland	1.5345%	1.5339%	1.5345%	1.5342%	1.5345%
Massachusetts	1.5509%	1.5503%	1.5509%	1.5506%	1.5509%
Michigan	2.6885%	2.6875%	2.6885%	2.6880%	2.6885%
Minnesota	1.6651%	1.6645%	1.6651%	1.6648%	1.6651%
Mississippi	1.2350%	1.2345%	1.2350%	1.2348%	1.2350%
Missouri	2.4174%	2.4165%	2.4174%	2.4169%	2.4174%
Montana	1.0477%	1.0473%	1.0477%	1.0475%	1.0477%
Nebraska	0.7381%	0.7378%	0.7381%	0.7379%	0.7381%
Nevada	0.9272%	0.9269%	0.9272%	0.9271%	0.9272%
New Hampshire	0.4219%	0.4217%	0.4219%	0.4218%	0.4219%
New Jersey	2.5496%	2.5486%	2.5496%	2.5491%	2.5496%
New Mexico	0.9377%	0.9374%	0.9377%	0.9375%	0.9377%
New York	4.2862%	4.2846%	4.2862%	4.2854%	4.2862%
North Carolina	2.6632%	2.6622%	2.6632%	2.6627%	2.6632%
North Dakota	0.6340%	0.6337%	0.6340%	0.6338%	0.6340%
Ohio	3.4228%	3.4215%	3.4228%	3.4221%	3.4228%
Oklahoma	1.6195%	1.6189%	1.6195%	1.6192%	1.6195%
Oregon	1.2763%	1.2758%	1.2763%	1.2761%	1.2763%
Pennsylvania	4.1896%	4.1881%	4.1896%	4.1889%	4.1896%
Rhode Island	0.5584%	0.5582%	0.5584%	0.5583%	0.5584%
South Carolina	1.7099%	1.7092%	1.7099%	1.7096%	1.7099%
South Dakota	0.7201%	0.7198%	0.7201%	0.7200%	0.7201%
Tennessee	2.1578%	2.1570%	2.1578%	2.1574%	2.1578%
Texas	8.8142%	8.8487%	8.8142%	8.8309%	8.8142%
Utah	0.8867%	0.8863%	0.8867%	0.8865%	0.8867%
Vermont	0.5182%	0.5181%	0.5182%	0.5182%	0.5182%
Virginia	2.5985%	2.5975%	2.5985%	2.5980%	2.5985%
Washington	1.7311%	1.7304%	1.7311%	1.7307%	1.7311%
West Virginia	1.1159%	1.1155%	1.1159%	1.1157%	1.1159%
Wisconsin	1.9213%	1.9206%	1.9213%	1.9210%	1.9213%
Wyoming	0.6542%	0.6539%	0.6542%	0.6540%	0.6542%
Apportioned Total	100.0000%	100.0000%	100.0000%	100.0000%	100.0000%

**State Annual Average Highway Formula Contract Authority Apportionment vs. FY 2015
Actual - House STRR and Senate DRIVE - 3-Year Average (FY16-18)**

(Millions of dollars - excludes the ferry boat program)

<u>State</u>	<u>Actual FY 2015</u>	<u>STRR Act 3-Year Avg.</u>	<u>DRIVE Act 3-Year Avg.</u>	<u>STRR v FY 2015</u>	<u>DRIVE v FY 2015</u>	<u>STRR v DRIVE</u>
Alabama	732.3	758.2	790.9	+25.9	+58.7	-32.8
Alaska	484.0	501.1	522.7	+17.1	+38.8	-21.6
Arizona	706.2	731.2	762.8	+25.0	+56.6	-31.6
Arkansas	499.7	517.4	539.7	+17.7	+40.0	-22.4
California	3,542.5	3,667.8	3,826.3	+125.3	+283.8	-158.4
Colorado	516.1	534.4	557.5	+18.3	+41.3	-23.1
Connecticut	484.8	501.9	523.6	+17.2	+38.8	-21.7
Delaware	163.3	169.0	176.3	+5.8	+13.1	-7.3
Dist. of Col.	154.0	159.5	166.3	+5.4	+12.3	-6.9
Florida	1,828.7	1,893.4	1,975.2	+64.7	+146.5	-81.8
Georgia	1,246.2	1,290.3	1,346.1	+44.1	+99.8	-55.7
Hawaii	163.2	169.0	176.3	+5.8	+13.1	-7.3
Idaho	276.1	285.8	298.2	+9.8	+22.1	-12.3
Illinois	1,372.2	1,420.8	1,482.2	+48.5	+109.9	-61.4
Indiana	919.7	952.2	993.3	+32.5	+73.7	-41.1
Iowa	474.3	491.1	512.3	+16.8	+38.0	-21.2
Kansas	364.7	377.6	394.0	+12.9	+29.2	-16.3
Kentucky	641.3	664.0	692.7	+22.7	+51.4	-28.7
Louisiana	677.4	701.4	731.7	+24.0	+54.3	-30.3
Maine	178.2	184.5	192.4	+6.3	+14.3	-8.0
Maryland	580.0	600.5	626.5	+20.5	+46.5	-25.9
Massachusetts	586.2	606.9	633.2	+20.7	+47.0	-26.2
Michigan	1,016.2	1,052.2	1,097.6	+36.0	+81.4	-45.5
Minnesota	629.4	651.6	679.8	+22.3	+50.4	-28.2
Mississippi	466.8	483.3	504.2	+16.5	+37.4	-20.9
Missouri	913.7	946.0	986.9	+32.3	+73.2	-40.9
Montana	396.0	410.0	427.7	+14.0	+31.7	-17.7
Nebraska	279.0	288.8	301.3	+9.9	+22.3	-12.5
Nevada	350.5	362.9	378.5	+12.4	+28.1	-15.7
New Hampshire	159.5	165.1	172.2	+5.6	+12.8	-7.1
New Jersey	963.7	997.8	1,040.9	+34.1	+77.2	-43.1
New Mexico	354.4	367.0	382.8	+12.5	+28.4	-15.9
New York	1,620.1	1,677.4	1,749.9	+57.3	+129.8	-72.5
North Carolina	1,006.6	1,042.2	1,087.3	+35.6	+80.6	-45.0
North Dakota	239.6	248.1	258.8	+8.5	+19.2	-10.7
Ohio	1,293.7	1,339.5	1,397.4	+45.8	+103.6	-57.9
Oklahoma	612.1	633.8	661.2	+21.7	+49.0	-27.4
Oregon	482.4	499.5	521.1	+17.1	+38.6	-21.6
Pennsylvania	1,583.6	1,639.6	1,710.5	+56.0	+126.9	-70.8
Rhode Island	211.1	218.5	228.0	+7.5	+16.9	-9.4
South Carolina	646.3	669.2	698.1	+22.9	+51.8	-28.9
South Dakota	272.2	281.8	294.0	+9.6	+21.8	-12.2
Tennessee	815.6	844.5	880.9	+28.9	+65.3	-36.5
Texas	3,331.6	3,464.3	3,598.5	+132.7	+266.9	-134.2
Utah	335.1	347.0	362.0	+11.9	+26.8	-15.0
Vermont	195.9	202.8	211.6	+6.9	+15.7	-8.8
Virginia	982.2	1,016.9	1,060.9	+34.7	+78.7	-43.9
Washington	654.3	677.5	706.7	+23.1	+52.4	-29.3
West Virginia	421.8	436.7	455.6	+14.9	+33.8	-18.9
Wisconsin	726.2	751.9	784.4	+25.7	+58.2	-32.5
Wyoming	247.3	256.0	267.1	+8.7	+19.8	-11.1
Apportioned Total	37,798.0	39,150.0	40,826.0	+1,352.0	+3,028.0	-1,676.0

Three-Year Cumulative Highway Formula Contract Authority Apportionments to States - MAP21 & Extension (FY13-15) vs House STRR Act (FY16-18) and Senate DRIVE Act (FY16-18)

(Millions of dollars - excludes the ferry boat program)

<u>State</u>	<u>MAP-21 FY13-15</u>	<u>STRR Act FY16-18</u>	<u>DRIVE Act FY16-18</u>	<u>STRR v MAP-21</u>	<u>DRIVE v MAP-21</u>	<u>STRR v DRIVE</u>
Alabama	2,197.6	2,274.5	2,372.8	+76.9	+175.2	-98.3
Alaska	1,452.4	1,503.2	1,568.2	+50.8	+115.8	-64.9
Arizona	2,119.3	2,193.5	2,288.3	+74.1	+168.9	-94.8
Arkansas	1,499.7	1,552.2	1,619.2	+52.5	+119.5	-67.1
California	10,631.4	11,003.5	11,478.8	+372.0	+847.3	-475.3
Colorado	1,548.9	1,603.1	1,672.4	+54.2	+123.4	-69.3
Connecticut	1,454.9	1,505.8	1,570.8	+50.9	+116.0	-65.0
Delaware	490.0	507.1	529.0	+17.1	+39.1	-21.9
Dist. of Col.	462.2	478.4	499.0	+16.2	+36.8	-20.7
Florida	5,488.1	5,680.1	5,925.6	+192.0	+437.4	-245.4
Georgia	3,740.1	3,871.0	4,038.2	+130.8	+298.1	-167.2
Hawaii	489.9	507.1	529.0	+17.1	+39.0	-21.9
Idaho	828.5	857.5	894.5	+29.0	+66.0	-37.0
Illinois	4,118.3	4,262.3	4,446.5	+144.1	+328.2	-184.1
Indiana	2,760.1	2,856.6	2,980.0	+96.6	+220.0	-123.4
Iowa	1,413.6	1,473.4	1,537.0	+59.7	+123.4	-63.7
Kansas	1,094.6	1,132.9	1,181.9	+38.3	+87.2	-49.0
Kentucky	1,924.6	1,991.9	2,078.0	+67.3	+153.4	-86.1
Louisiana	2,033.0	2,104.1	2,195.0	+71.1	+162.0	-90.9
Maine	534.7	553.4	577.3	+18.7	+42.6	-23.9
Maryland	1,739.1	1,801.6	1,879.4	+62.5	+140.4	-77.8
Massachusetts	1,759.2	1,820.8	1,899.5	+61.6	+140.2	-78.7
Michigan	3,049.8	3,156.5	3,292.8	+106.7	+243.1	-136.4
Minnesota	1,888.8	1,954.9	2,039.4	+66.1	+150.5	-84.5
Mississippi	1,400.9	1,449.9	1,512.6	+49.0	+111.7	-62.6
Missouri	2,742.2	2,838.1	2,960.8	+95.9	+218.6	-122.6
Montana	1,188.5	1,230.0	1,283.2	+41.6	+94.7	-53.1
Nebraska	837.2	866.5	904.0	+29.3	+66.7	-37.4
Nevada	1,051.8	1,088.6	1,135.6	+36.8	+83.8	-47.0
New Hampshire	478.6	495.3	516.7	+16.7	+38.1	-21.4
New Jersey	2,892.1	2,993.3	3,122.6	+101.2	+230.5	-129.3
New Mexico	1,063.7	1,100.9	1,148.5	+37.2	+84.8	-47.6
New York	4,862.1	5,032.2	5,249.6	+170.1	+387.5	-217.4
North Carolina	3,019.2	3,126.7	3,261.8	+107.6	+242.6	-135.1
North Dakota	719.1	744.3	776.5	+25.2	+57.3	-32.2
Ohio	3,882.7	4,018.5	4,192.1	+135.8	+309.5	-173.6
Oklahoma	1,837.1	1,901.3	1,983.5	+64.3	+146.4	-82.2
Oregon	1,447.8	1,498.5	1,563.2	+50.6	+115.4	-64.7
Pennsylvania	4,752.6	4,918.9	5,131.4	+166.3	+378.8	-212.5
Rhode Island	633.5	655.6	684.0	+22.2	+50.5	-28.3
South Carolina	1,899.3	2,007.5	2,094.2	+108.2	+195.0	-86.7
South Dakota	816.9	845.5	882.0	+28.6	+65.1	-36.5
Tennessee	2,447.7	2,533.4	2,642.8	+85.6	+195.1	-109.5
Texas	9,712.5	10,392.8	10,795.5	+680.3	+1,083.0	-402.7
Utah	981.6	1,041.0	1,086.0	+59.4	+104.4	-45.0
Vermont	587.9	608.5	634.7	+20.6	+46.9	-26.3
Virginia	2,947.7	3,050.8	3,182.6	+103.1	+234.9	-131.8
Washington	1,963.7	2,032.4	2,120.2	+68.7	+156.5	-87.8
West Virginia	1,265.9	1,310.2	1,366.8	+44.3	+100.9	-56.6
Wisconsin	2,179.5	2,255.8	2,353.2	+76.2	+173.7	-97.5
Wyoming	742.1	768.0	801.2	+26.0	+59.1	-33.2
Apportioned Total	113,072.8	117,450.0	122,477.9	+4,377.2	+9,405.1	-5,027.9

Comparing Mass Transit Formula Funding Apportionments - STRR Act vs DRIVE Act
(Millions of dollars of contract authority - corrected 10/20 to switch two transposed numbers in the Senate's FY 2018 grand total)

	Urbanized Area Grants			State of Good Repair Grants		
	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>
FY 2015	4,458.7	4,458.7	0.0	2,165.9	2,165.9	0.0
FY 2016	4,458.7	4,538.9	80.3	2,198.4	2,428.3	230.0
FY 2017	4,458.7	4,639.1	180.5	2,237.5	2,479.7	242.2
FY 2018	4,549.2	4,794.6	245.5	2,282.9	2,533.9	250.9
FY 2019	4,640.1	4,975.9	335.7	2,328.6	2,592.5	263.9
FY 2020	4,734.7	5,101.4	366.7	2,376.1	2,655.4	279.3
FY 2021	4,829.4	5,230.4	401.0	2,423.6	2,720.0	296.4

	Rural Area Grants			Elderly/Disabled Grants		
	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>
FY 2015	607.8	607.8	0.0	258.3	258.3	0.0
FY 2016	607.8	620.0	12.2	262.2	263.5	1.3
FY 2017	607.8	633.6	25.8	266.8	269.3	2.4
FY 2018	620.1	648.1	27.9	272.3	275.4	3.2
FY 2019	632.5	678.3	45.8	277.7	288.3	10.6
FY 2020	645.4	695.4	50.0	283.4	295.5	12.2
FY 2021	658.3	713.0	54.7	289.0	303.0	14.0

	Bus Formula Grants			Fast Growth/High Density States		
	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>
FY 2015	427.8	427.8	0.0	525.9	525.9	0.0
FY 2016	430.0	430.8	0.8	525.9	533.3	7.4
FY 2017	431.9	440.3	8.5	525.9	545.0	19.1
FY 2018	445.1	495.3	50.2	536.6	557.4	20.9
FY 2019	458.5	585.9	127.4	547.3	586.9	39.6
FY 2020	472.3	605.4	133.1	558.5	601.7	43.2
FY 2021	486.2	625.5	139.3	569.6	616.9	47.3

	§5305 Planning Grants			Other/Allocated F&BG Programs		
	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>	<u>STRR Act</u>	<u>DRIVE Act</u>	<u>Difference</u>
FY 2015	128.8	128.8	0.0	21.9	21.9	0.0
FY 2016	128.8	132.0	3.2	112.2	238.0	125.8
FY 2017	128.8	134.9	6.1	221.9	238.0	16.2
FY 2018	131.4	138.0	6.6	221.9	423.0	201.2
FY 2019	134.0	141.3	7.3	221.9	252.0	30.1
FY 2020	136.8	144.9	8.1	221.9	252.0	30.2
FY 2021	139.5	148.6	9.0	221.9	252.0	30.2

	Total Mass Transit Formula and Bus Grant Contract Authority					
	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
STRR Act	8,723.9	8,879.2	9,059.5	9,240.6	9,429.0	9,617.6
DRIVE Act	9,184.7	9,380.0	9,685.7	10,101.1	10,351.8	10,609.4
Difference	460.8	500.8	626.2	860.4	922.8	991.9

State Shares of Total Mass Transit Formula Contract Authority Apportionments: FY 2015 Actual vs House STRR vs Senate DRIVE 3-Year (FY16-18) and 6-Year (FY16-21)

(Millions of dollars)

<u>State</u>	<u>Actual FY 2015</u>	<u>STRR Act 3-Year Avg.</u>	<u>DRIVE Act 3-Year Avg.</u>	<u>STRR Act 6-Year Avg.</u>	<u>DRIVE Act 6-Year Avg.</u>
Alabama	0.6583%	0.6252%	0.6440%	0.6232%	0.6438%
Alaska	0.5247%	0.5690%	0.5389%	0.5685%	0.5351%
American Samoa	0.0097%	0.0096%	0.0092%	0.0094%	0.0090%
Arizona	1.2678%	1.2619%	1.2430%	1.2615%	1.2511%
Arkansas	0.3624%	0.3676%	0.3591%	0.3672%	0.3600%
California	14.7840%	14.7274%	14.7461%	14.7353%	14.7702%
Colorado	1.3152%	1.3121%	1.3023%	1.3121%	1.3081%
Connecticut	1.8592%	1.9353%	1.8783%	1.9545%	1.8724%
Delaware	0.2900%	0.2952%	0.2906%	0.2945%	0.2905%
Dist. of Col.	1.9829%	2.0955%	2.0885%	2.0978%	2.0635%
Florida	4.2181%	4.2308%	4.1355%	4.2326%	4.1600%
Georgia	2.0522%	2.0504%	2.0505%	2.0508%	2.0518%
Guam	0.0160%	0.0157%	0.0153%	0.0156%	0.0150%
Hawaii	0.4843%	0.4872%	0.4820%	0.4869%	0.4862%
Idaho	0.2740%	0.2797%	0.2748%	0.2789%	0.2748%
Illinois	6.6714%	6.3217%	6.7454%	6.3243%	6.7226%
Indiana	1.2163%	1.0315%	1.1968%	1.0313%	1.2014%
Iowa	0.4819%	0.4594%	0.4823%	0.4590%	0.4842%
Kansas	0.4095%	0.4138%	0.4065%	0.4133%	0.4080%
Kentucky	0.5651%	0.6100%	0.5552%	0.6092%	0.5573%
Louisiana	0.7029%	0.7055%	0.6921%	0.7053%	0.6952%
Maine	0.3579%	0.3639%	0.3654%	0.3633%	0.3636%
Maryland	2.7150%	2.7053%	2.7008%	2.7048%	2.6995%
Massachusetts	4.0177%	4.0257%	4.0485%	4.0344%	4.0340%
Michigan	1.5517%	1.5451%	1.5160%	1.5454%	1.5279%
Minnesota	1.1980%	1.2020%	1.1892%	1.2014%	1.1925%
Mississippi	0.3331%	0.3382%	0.3333%	0.3374%	0.3331%
Missouri	0.7719%	1.1128%	0.7750%	1.1128%	0.7782%
Montana	0.2257%	0.2316%	0.2317%	0.2305%	0.2304%
N. Mariana Islands	0.0096%	0.0094%	0.0091%	0.0093%	0.0088%
Nebraska	0.2781%	0.2838%	0.2778%	0.2832%	0.2783%
Nevada	0.6739%	0.6758%	0.6618%	0.6754%	0.6657%
New Hampshire	0.1669%	0.1814%	0.1693%	0.1783%	0.1693%
New Jersey	6.7572%	6.7245%	6.7339%	6.7239%	6.7231%
New Mexico	0.5165%	0.5200%	0.5151%	0.5193%	0.5154%
New York	15.8212%	15.8082%	16.0655%	15.8152%	15.9895%
North Carolina	1.3528%	1.3479%	1.3192%	1.3473%	1.3268%
North Dakota	0.1616%	0.1682%	0.1684%	0.1674%	0.1675%
Ohio	1.8948%	2.0485%	1.8687%	2.0488%	1.8769%
Oklahoma	0.5561%	0.5585%	0.5603%	0.5555%	0.5571%
Oregon	1.1077%	1.1086%	1.1047%	1.1083%	1.1064%
Pennsylvania	4.5676%	4.5614%	4.6259%	4.5622%	4.6122%
Puerto Rico	0.7934%	0.7868%	0.7829%	0.7871%	0.7875%
Rhode Island	0.4287%	0.3330%	0.4277%	0.3069%	0.4273%
South Carolina	0.5521%	0.5555%	0.5429%	0.5550%	0.5454%
South Dakota	0.1828%	0.1892%	0.1898%	0.1879%	0.1879%
Tennessee	1.0068%	1.0062%	0.9873%	1.0056%	0.9906%
Texas	4.8986%	4.8476%	4.7781%	4.8497%	4.8099%
Utah	0.8334%	0.8265%	0.8255%	0.8260%	0.8274%
Vermont	0.0990%	0.1062%	0.1076%	0.1056%	0.1067%
Virgin Islands	0.0217%	0.0215%	0.0208%	0.0213%	0.0207%
Virginia	1.9015%	1.8881%	1.8634%	1.8875%	1.8738%
Washington	2.7332%	2.7346%	2.7288%	2.7350%	2.7343%
West Virginia	0.2931%	0.2985%	0.2985%	0.2974%	0.2975%
Wisconsin	0.9463%	0.9448%	0.9374%	0.9441%	0.9422%
Wyoming	0.1289%	0.1361%	0.1330%	0.1355%	0.1323%
	0.0000%	0.0000%	0.0000%	0.0000%	0.0000%
Apportioned Total	100.0000%	100.0000%	100.0000%	100.0000%	100.0000%

State Annual Average Mass Transit Formula Contract Authority Apportionment: FY 2015 Actual vs House STRR vs Senate DRIVE - 3-Year (FY16-18)

(Millions of dollars)

<u>State</u>	<u>Actual FY 2015</u>	<u>STRR Act 3-Year Avg.</u>	<u>DRIVE Act 3-Year Avg.</u>	<u>STRR v FY 2015</u>	<u>DRIVE v FY 2015</u>	<u>STRR v DRIVE</u>
Alabama	55.8	54.0	58.4	-1.8	2.6	-4.4
Alaska	44.5	49.2	48.9	4.7	4.4	0.3
American Samoa	0.8	0.8	0.8	0.0	0.0	0.0
Arizona	107.5	109.1	112.7	1.6	5.2	-3.7
Arkansas	30.7	31.8	32.6	1.0	1.8	-0.8
California	1,254.0	1,273.1	1,337.6	19.1	83.6	-64.4
Colorado	111.6	113.4	118.1	1.9	6.6	-4.7
Connecticut	157.7	167.3	170.4	9.6	12.7	-3.1
Delaware	24.6	25.5	26.4	0.9	1.8	-0.8
Dist. of Col.	168.2	181.1	189.4	13.0	21.2	-8.3
Florida	357.8	365.7	375.1	8.0	17.3	-9.4
Georgia	174.1	177.2	186.0	3.2	11.9	-8.7
Guam	1.4	1.4	1.4	0.0	0.0	0.0
Hawaii	41.1	42.1	43.7	1.0	2.6	-1.6
Idaho	23.2	24.2	24.9	0.9	1.7	-0.7
Illinois	565.9	546.5	611.8	-19.4	46.0	-65.4
Indiana	103.2	89.2	108.6	-14.0	5.4	-19.4
Iowa	40.9	39.7	43.8	-1.2	2.9	-4.0
Kansas	34.7	35.8	36.9	1.0	2.1	-1.1
Kentucky	47.9	52.7	50.4	4.8	2.4	2.4
Louisiana	59.6	61.0	62.8	1.4	3.2	-1.8
Maine	30.4	31.5	33.1	1.1	2.8	-1.7
Maryland	230.3	233.9	245.0	3.6	14.7	-11.1
Massachusetts	340.8	348.0	367.2	7.2	26.4	-19.2
Michigan	131.6	133.6	137.5	2.0	5.9	-3.9
Minnesota	101.6	103.9	107.9	2.3	6.2	-4.0
Mississippi	28.3	29.2	30.2	1.0	2.0	-1.0
Missouri	65.5	96.2	70.3	30.7	4.8	25.9
Montana	19.1	20.0	21.0	0.9	1.9	-1.0
N. Mariana Islands	0.8	0.8	0.8	0.0	0.0	0.0
Nebraska	23.6	24.5	25.2	0.9	1.6	-0.7
Nevada	57.2	58.4	60.0	1.3	2.9	-1.6
New Hampshire	14.2	15.7	15.4	1.5	1.2	0.3
New Jersey	573.2	581.3	610.8	8.2	37.7	-29.5
New Mexico	43.8	45.0	46.7	1.1	2.9	-1.8
New York	1,342.0	1,366.6	1,457.2	24.6	115.3	-90.7
North Carolina	114.7	116.5	119.7	1.8	4.9	-3.1
North Dakota	13.7	14.5	15.3	0.8	1.6	-0.7
Ohio	160.7	177.1	169.5	16.4	8.8	7.6
Oklahoma	47.2	48.3	50.8	1.1	3.7	-2.5
Oregon	94.0	95.8	100.2	1.9	6.2	-4.4
Pennsylvania	387.4	394.3	419.6	6.9	32.2	-25.3
Puerto Rico	67.3	68.0	71.0	0.7	3.7	-3.0
Rhode Island	36.4	28.8	38.8	-7.6	2.4	-10.0
South Carolina	46.8	48.0	49.2	1.2	2.4	-1.2
South Dakota	15.5	16.4	17.2	0.9	1.7	-0.9
Tennessee	85.4	87.0	89.6	1.6	4.2	-2.6
Texas	415.5	419.1	433.4	3.6	17.9	-14.3
Utah	70.7	71.4	74.9	0.8	4.2	-3.4
Vermont	8.4	9.2	9.8	0.8	1.4	-0.6
Virgin Islands	1.8	1.9	1.9	0.0	0.0	0.0
Virginia	161.3	163.2	169.0	1.9	7.7	-5.8
Washington	231.8	236.4	247.5	4.6	15.7	-11.1
West Virginia	24.9	25.8	27.1	0.9	2.2	-1.3
Wisconsin	80.3	81.7	85.0	1.4	4.8	-3.3
Wyoming	10.9	11.8	12.1	0.8	1.1	-0.3
Apportioned Total	8,482.1	8,644.6	9,070.6	162.5	588.4	-426.0

State Cumulative Total Mass Transit Formula Contract Authority Apportionments: House STRR vs Senate DRIVE - 3-Year (FY16-18) and 6-Year (FY16-21)

(Millions of dollars)

<u>State</u>	<u>STRR Act 3-Year Tot.</u>	<u>DRIVE Act 3-Year Tot.</u>	<u>STRR Act 6-Year Tot.</u>	<u>DRIVE Act 6-Year Tot.</u>	<u>Difference 3-year</u>	<u>Difference 6-Year</u>
Alabama	162.1	175.2	332.6	368.1	-13.1	-35.5
Alaska	147.6	146.7	303.4	306.0	0.9	-2.5
American Samoa	2.5	2.5	5.0	5.1	0.0	-0.1
Arizona	327.3	338.2	673.3	715.3	-11.0	-42.1
Arkansas	95.3	97.7	196.0	205.8	-2.4	-9.8
California	3,819.4	4,012.7	7,864.5	8,445.2	-193.3	-580.7
Colorado	340.3	354.4	700.3	747.9	-14.1	-47.7
Connecticut	501.9	511.1	1,043.1	1,070.6	-9.2	-27.4
Delaware	76.6	79.1	157.2	166.1	-2.5	-9.0
Dist. of Col.	543.4	568.3	1,119.6	1,179.8	-24.9	-60.2
Florida	1,097.2	1,125.3	2,259.1	2,378.6	-28.1	-119.5
Georgia	531.7	558.0	1,094.6	1,173.2	-26.2	-78.6
Guam	4.1	4.2	8.3	8.6	-0.1	-0.3
Hawaii	126.3	131.2	259.9	278.0	-4.8	-18.1
Idaho	72.5	74.8	148.9	157.1	-2.2	-8.3
Illinois	1,639.5	1,835.5	3,375.4	3,843.8	-196.1	-468.4
Indiana	267.5	325.7	550.4	686.9	-58.2	-136.5
Iowa	119.1	131.3	245.0	276.9	-12.1	-31.9
Kansas	107.3	110.6	220.6	233.3	-3.3	-12.7
Kentucky	158.2	151.1	325.1	318.7	7.1	6.5
Louisiana	183.0	188.3	376.4	397.5	-5.4	-21.1
Maine	94.4	99.4	193.9	207.9	-5.1	-14.0
Maryland	701.6	734.9	1,443.6	1,543.5	-33.4	-99.9
Massachusetts	1,044.0	1,101.7	2,153.2	2,306.5	-57.7	-153.3
Michigan	400.7	412.5	824.8	873.6	-11.8	-48.8
Minnesota	311.7	323.6	641.2	681.8	-11.9	-40.6
Mississippi	87.7	90.7	180.1	190.4	-3.0	-10.3
Missouri	288.6	210.9	593.9	445.0	77.7	148.9
Montana	60.1	63.1	123.0	131.7	-3.0	-8.7
N. Mariana Islands	2.4	2.5	4.9	5.0	0.0	-0.1
Nebraska	73.6	75.6	151.1	159.1	-2.0	-8.0
Nevada	175.3	180.1	360.5	380.7	-4.8	-20.2
New Hampshire	47.0	46.1	95.1	96.8	1.0	-1.7
New Jersey	1,743.9	1,832.4	3,588.7	3,844.1	-88.5	-255.3
New Mexico	134.9	140.2	277.2	294.7	-5.3	-17.5
New York	4,099.7	4,371.7	8,440.9	9,142.4	-272.0	-701.5
North Carolina	349.5	359.0	719.1	758.6	-9.4	-39.5
North Dakota	43.6	45.8	89.3	95.8	-2.2	-6.5
Ohio	531.3	508.5	1,093.5	1,073.1	22.7	20.3
Oklahoma	144.8	152.5	296.5	318.5	-7.6	-22.0
Oregon	287.5	300.6	591.5	632.6	-13.1	-41.1
Pennsylvania	1,183.0	1,258.8	2,435.0	2,637.1	-75.8	-202.2
Puerto Rico	204.0	213.0	420.1	450.3	-9.0	-30.2
Rhode Island	86.4	116.4	163.8	244.3	-30.0	-80.5
South Carolina	144.1	147.7	296.2	311.8	-3.7	-15.6
South Dakota	49.1	51.6	100.3	107.5	-2.6	-7.2
Tennessee	260.9	268.7	536.7	566.4	-7.7	-29.7
Texas	1,257.2	1,300.2	2,588.4	2,750.1	-43.0	-161.8
Utah	214.3	224.6	440.8	473.1	-10.3	-32.2
Vermont	27.6	29.3	56.4	61.0	-1.7	-4.6
Virgin Islands	5.6	5.7	11.4	11.8	-0.1	-0.4
Virginia	489.7	507.1	1,007.4	1,071.4	-17.4	-64.0
Washington	709.2	742.6	1,459.7	1,563.4	-33.4	-103.6
West Virginia	77.4	81.2	158.7	170.1	-3.8	-11.4
Wisconsin	245.0	255.1	503.9	538.7	-10.0	-34.8
Wyoming	35.3	36.2	72.3	75.6	-0.9	-3.3
Apportioned Total	25,933.8	27,211.7	53,372.1	57,177.3	-1,277.9	-3,805.2