

House STRR Act vs Senate DRIVE Act - Financial Overview Comparison								
	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 yet. Enough money remains in the HTF to get to May-June 2016 at baseline/extension spending levels.				\$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>Does not prevent unfunded CA from being distributed in FY 2016-2019</u> - presumably the bill will not be brought to the floor until that gap is filled.				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.)			
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%