

Chart One

	<u>House</u>	<u>Senate</u>	<u>Average</u>
Contract Authority (including Mass Transit Budget Authority)	\$284 Billion	\$318 Billion	\$301 Billion
[CA after FHWA Adjustment]	[\$288.1 Billion]	[\$318 Billion]	[\$303 Billion]
Guaranteed Spending	\$279.5 Billion	\$301 Billion	\$290 Billion

Chart Two
(Negotiations)

	<u>House</u>	<u>Senate</u>	<u>Average</u>	<u>Gap</u> (How close are we?)
Gross CA*	\$298 B	\$303 B	\$301B	
rescission	- \$10 B	- \$13 B		
Net CA	\$288 B	\$290 B	\$289 B	0.69%
Guaranteed Spending	\$288 B	\$290 B	\$289 B	0.69%

* Contract Authority

Chart Three
(Chairman's Motion)

Gross CA*
rescission

\$301 Billion
- 12 Billion

Guaranteed Spending

\$289 Billion

* Contract Authority

Motion includes the following parameters:

- ***Split between highways, mass transit and safety programs consistent with House/Senate bills.***
- ***94% rate of return for donor states.***
- ***All programs currently under MG continue under Equity Bonus.***
- ***\$9.5 Billion in new allocated from House outside of Equity Bonus.***
 - ***\$3 Billion Corridors***
 - ***\$6 Billion Projects of Regional and National Significance***
 - ***\$500 Million Truck Only Lanes***

Only Alternative to this is an Extension

A 12 month extension means:

- No new core Safety Program.
- No Environmental Reforms.
- No new job creation.
- Uncertainty in planning for States.
- Minimal opportunity for project designations
- No opportunity to improve donor State equity.
- Continue to spend down balance in HTF without benefitting from revenue enhancers contained in both House and Senate bills.
- Next Congress will be even more difficult.
- No Safe Routes to Schools provision.
- No corridor expansion. (I-69, I-95, I-35, etc)