

	House	Senate
Time Length, Funding Level	5-year bill, \$41 per billion per year (approximately in line with current funding levels)	2-year bill, \$42.635 billion (approximately in line with current funding levels)
NH Apportionment <i>* This number is what is apportioned, not what is actually able to be spent. In FY 2011, the total apportioned to NH was \$171.5 million, but the state was only able to obligate \$150 million of those funds. The obligation amount is typically 10% less than the apportionment</i>	FY 2012: \$160.0 million FY 2013: \$167.6 million	FY 2012: \$173.9 million FY 2013: \$176.9 million
Additional Funding Sources Needed to Maintain Funding Levels <i>* Comments have been made that while funding sources have been identified, many of the sources will not immediately produce the needed revenue. This may add to the deficit in the short term, but will be made up in the future.</i>	<ul style="list-style-type: none"> • Redirects the 2.86 cents per gallon of the federal gasoline and diesel fuel taxes currently going to the Mass Transit Account • Creates Alternative Transportation Account supported by \$40 billion transfer from the general fund • Revenue from expanded leasing opportunities in parts of the Arctic National Wildlife Refuge and the Gulf of Mexico • Revenue from the promotion of shale oil production on public lands 	<ul style="list-style-type: none"> • \$4.25 billion from existing tariffs on certain imported cars • \$3 billion transfer of surplus Leaking Underground Storage Tank Trust Fund • \$685 million from transferring 0.033 cents per gallon of the 0.1 cents per gallon of the federal motor fuels tax dedicated to the LUST Trust Fund to the Highway Trust Fund • \$1.588 billion from changing the tax treatment for black liquor; a byproduct of the paper making process, to limit its eligibility for alternative fuels tax credits • \$697 million from transferring existing “gas guzzler” tax revenues from the general fund to the Highway Trust Fund
Environmental Streamlining <i>* Environmental Streamlining was a key issue in the reauthorization, as many in the industry have commented that restrictive environmental regulations slow project delivery and increase costs. * Key to note is the House’s proposal to allow DOT jurisdiction over environmental regulations on construction projects.</i>	<ul style="list-style-type: none"> • Designates US DOT as the lead agency for the review and approval of transportation projects • Allows DOT to set hard deadlines for actions by other federal agencies • Sets a 270 day cap for completion of the environmental review for any project • Reduces the deadline for filing legal challenges to transportation projects from the current 180 days to 90 days • Limits Federal NEPA review requirements for projects that are less than \$10 million of where Federal funds are less than 10% of the project funding • Expands the category of projects that are automatically excluded from the Federal environmental review process • Provides expedited procedures for approval of projects with minimal environmental impact • Allows for the purchase of right of way and for design to begin prior to final environmental clearance 	<ul style="list-style-type: none"> • Expedites project delivery while protecting the environment • Administrative actions by DOT • Expands the types of projects that can be excluded from an environmental review • Earlier acquisition of right of way
Program Consolidation <i>* SAFETEA-LU includes a number of programs each with their own funding formula. Program consolidation is included in both proposals to simplify the funding process and reduce confusion. * The Senate proposal reduces the number of core programs from seven to 5.</i>	<ul style="list-style-type: none"> • Consolidates the existing Interstate Maintenance Program into an expanded National Highway System Program- will receive half the bill’s funding • The Surface Transportation Program is expanded to include the Appalachian Development Highway System program, replacement of off-system bridges and tunnels, and construction of new bridges and tunnels at new locations • Eliminates the transportation enhancements set-aside that required funding for certain non-transportation projects but maintains funding eligibility. Historic, scenic highways, preservation of railroad corridors and transportation museums would no longer be eligible for federal funding. • Amends the program to allow these funds to be used for projects or programs that are likely to contribute to the mitigation of congestion including funding for new capacity for single occupant vehicles. <ul style="list-style-type: none"> • Authorizes \$750 million annually for states to capitalize State Infrastructure Banks. • Expands the TIFIA program to \$1 billion per year. 	<ul style="list-style-type: none"> • Creates the National Highway Performance Program from the existing Interstate Maintenance, National Highway System, and Highway Bridge Program. Will be funded at approximately \$20.6 billion. • Creates the Transportation Mobility Program from the existing Equity Bonus, Appalachian Highway Development System, Border Infrastructure Program, Railway Highway Crossing, and Surface Transportation Program. Will be funded at approximately \$10.4 billion <ul style="list-style-type: none"> • The existing CMAQ program now includes the Safe Routes to School program and the Recreational Trails program. Will be funded at \$3.3 billion • Existing Highway Safety Improvement Program remains. Will be funded at \$2.5 billion. • Creates new National Freight Network Program. Will be funded at \$2 billion.

* Information provided by AGC of America Highway Facts Bulletin and Transportation for America.