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ISTEA [Intermodal Surface Transportation Efficiency Act]: CBO [Congressional Budget Office]
Analysis

Stack:	Row:	Section:	Shelf:	Position:
S	26	1	8	3

PAYGO Sequester For Lost VA Tobacco Savings
(Dollar amounts in billions)

06/03/98
03:47 PM

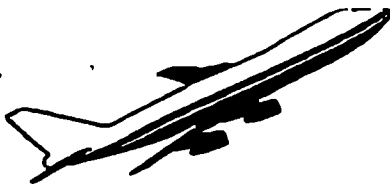
	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>
Special rule programs:					
ASI.....	0.033	0.034	0.035	0.036	0.037
Foster Care.....	0.008	0.008	0.008	0.008	0.008
Student loans.....	<u>0.166</u>	<u>0.179</u>	<u>0.193</u>	<u>0.208</u>	<u>0.224</u>
Total, Special Rules.....	0.207	0.221	0.236	0.252	0.269
 Medicare 4% amount.....	 5.300	 8.010	 8.618	 8.777	 9.575
 All other seq. across-the-board.....	 20.263	 19.747	 18.839	 19.008	 19.615
 Across-the-board base incl. medicare.....	 152.763	 219.997	 234.278	 238.421	 258.987
 Sequester amount.....	 0.741	 1.330	 2.291	 6.274	 6.333
Sequester amount less spec. rules.....	0.534	1.109	2.055	6.022	6.064
Percentage across-the board sequester..	0.35%	0.50%	0.88%	2.53%	2.34%
 Medicare sequester amounts.....	 0.463	 1.010	 1.890	 5.542	 5.605
 Other across-the-board sequester amounts:					
CCC.....	0.025	0.034	0.050	0.141	0.131
Child Support Enforcement.....	0.009	0.014	0.025	0.077	0.076
Social Services Block Grants.....	0.007	0.011	0.018	0.052	0.056
Immigration Support.....	0.005	0.006	0.011	0.033	0.031
Crop Insurance.....	0.003	0.005	0.010	0.030	0.028
Mineral leasing Act payments.....	0.002	0.003	0.005	0.016	0.015
Veterans Educ & Readj. Benefits.....	0.002	0.004	0.007	0.020	0.019
All other.....	<u>0.016</u>	<u>0.022</u>	<u>0.039</u>	<u>0.111</u>	<u>0.103</u>
Total, across-the-board seq. amounts.....	0.071	0.100	0.165	0.480	0.459
 Sequester recap:					
Special rule programs.....	0.207	0.221	0.236	0.252	0.269
Medicare.....	0.463	1.010	1.890	5.542	5.605
All other.....	<u>0.071</u>	<u>0.100</u>	<u>0.165</u>	<u>0.480</u>	<u>0.459</u>
Sequester total.....	0.741	1.330	2.291	6.274	6.333

cc:
FORBES

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2000 10:00 FROM:VND MANAGER

101



Committee on Transportation and Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, D.C. 20515
Bud Shuster, Chairman



Telephone: (202)225-9446

Fax: (202)225-9509

Number of pages to follow: 17

Date: _____

To: Larry Stein

From: Jack Schenendorf

Message: 3 CBO Runs

R₄ #1

Congressional Budget Office

Natural and Physical Resources Cost Estimates Unit

United States Congress
444 Ford House Office Building
2nd and D Streets, Southwest
Washington, D.C. 20515

Phone: (202) 226-2860

Fax: (202) 226-2998

Pages to Follow: _____

Fax is For: Bill Hughes

Office: T&I Fax Number: 59509

Fax is From: Kristen Layman

Additional Information:

Same for 9/1/13
RHS

Transit Funding Levels Assumed in Conference Scenario 1 from May 9, 1998

	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>
Firewall						
Major Capital Investments	0	2,200	2,200	2,200	2,200	2,200
Formula Grants	0	2,500	2,500	2,500	2,500	2,500
Planning & Research	0	92	92	92	92	92
UTC	0	6	6	6	6	6
Administrative Expenses	0	46	46	46	46	46
Total	0	4,844	4,844	4,844	4,844	4,844
Mandatory						
Major Capital Investments	0	129	285	285	285	285
Formula Grants	0	434	726	726	726	726
Total	0	563	1,011	1,011	1,011	1,011

05/09/98

AA

	1989	1990	2000	2001	2002	2009 Total 94-95	Total 99-00
Final Programs at Baseline	21 771	22 173	22 173	22 173	22 173	22 173	137 636
Federal-aid - Dis 1 vnt	21 600	21 546	21 646	21 646	21 646	21 646	130 739
NTIS - Safety Grants	0 186	0 273	0 223	0 223	0 223	0 223	1 302
MC&AP - Grants	0 025	0 102	0 102	0 102	0 102	0 102	0 595
Subtotal - Discretionary Projects	21 771	22 173	22 173	22 173	22 173	22 173	110 865
Exempt Option 1							
ER	0 100	0 100	0 100	0 100	0 100	0 100	0 600
Minimum Allocation	5 639	5 361	5 793	6 233	6 699	7 198	31 925
Subtotal	0 790	5 461	5 893	6 333	6 799	7 298	32 525
Exempt Option 2							
ER	0 100	0 100	0 100	0 100	0 100	0 100	0 600
Minimum Allocation	1 154	5 361	5 793	6 233	6 699	7 198	32 434
Subtotal	1 254	5 461	5 893	6 333	6 799	7 298	33 034
Exempt Option 3							
ER	0 100	0 100	0 100	0 100	0 100	0 100	0 600
Minimum Allocation	1 154	3 844	4 376	4 616	5 262	6 781	25 655
Projects	1 417	1 417	1 417	1 417	1 417	1 417	8 508
Subtotal	2 571	5 461	5 893	6 333	6 799	7 298	34 463

0.26703635

Run #1

Run #2

Run #3

05/09/98

Run #1

**Summary of Estimates for Highway Trust Fund and General Fund
Spending Under Conference Scenario #1 and CBO WODI Baseline
(Outlays in Millions of Dollars, by Fiscal Year)**

	1998	1999	2000	2001	2002	2003	6-Year Sum 1998-2003
Spending Under Conference Scenario #1							
Highways, Safety, Rail							
Trust Fund Outlays 1)	22,321	24,231	26,238	27,568	28,281	29,016	157,654
General Fund Outlays	339	281	150	86	41	18	912
Subtotal	22,659	24,512	26,386	27,654	28,323	29,032	158,567
Transit							
Trust Fund Outlays 1)	4,221	4,260	2,527	3,329	4,358	5,106	23,800
General Fund Outlays	176	139	2,223	1,730	1,045	575	5,889
Subtotal	4,397	4,399	4,750	5,060	5,403	5,681	29,690
Totals for Scenario							
Trust Fund Outlays 1)	26,541	28,491	28,763	30,897	32,639	34,123	181,455
General Fund Outlays	515	420	2,373	1,817	1,086	591	6,802
Total	27,056	28,912	31,136	32,714	33,725	34,713	188,256
CBO Baseline without discretionary inflation (WODI) (for programs covered by this scenario)							
Highways, Safety, Rail 2)							
Trust Fund Outlays	22,321	23,353	23,620	23,600	23,340	23,289	139,522
General Fund Outlays	394	422	434	417	415	418	2,501
Subtotal	22,715	23,774	24,054	24,017	23,756	23,707	142,023
Transit							
Trust Fund Outlays	4,221	4,209	4,229	4,225	4,231	4,271	25,386
General Fund Outlays	176	227	357	465	553	572	2,350
Subtotal	4,397	4,436	4,586	4,690	4,784	4,843	27,735
Totals for WODI Baseline							
Trust Fund Outlays	26,541	27,562	27,849	27,825	27,571	27,560	164,908
General Fund Outlays	570	649	791	882	968	990	4,850
Total	27,111	28,210	28,640	28,707	28,539	28,550	169,759
Total Outlay Difference	-55	701	2,486	4,008	5,186	6,163	18,488

1. These estimated outlays from the Highway Trust Fund for this option exclude outlays from the Right of Way Revolving Fund, the High Speed Rail Account, and the Department of the Interior road program. Those programs are not affected by either bill. The following 10-year trust fund projections, however, record all trust fund cash flows and thus reflect outlays from those programs.

2. Totals reflect spending under the WODI baseline only for those programs included in the conference scenario.

Note: Estimates are preliminary and do not reflect a cost estimate.

PROJECTION OF TRUST FUND BALANCES, HIGHWAY ACCOUNT (in millions of dollars, by fiscal year) May 9, 1998

SCENARIO 1: Spending under conference scenario #1

HTF BALANCE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY BALANCE 1/	12,278	8,000	18,578	18,403	19,351	20,052	20,527	21,387	22,659	24,309	26,406
TAX REVENUE	22,164	32,619	28,066	28,506	28,972	29,471	29,989	30,511	31,035	31,560	32,090
OUTLAYS UNDER SCENARIO	22,321	24,231	26,236	27,568	28,281	29,018	29,150	29,258	29,406	29,483	29,519
ADDITIONAL OUTLAYS 2/	11	10	5	-10	-11	-20	-20	-20	-20	-20	-20
TOTAL OUTLAYS	22,332	24,241	26,242	27,558	28,270	28,998	29,130	29,238	29,386	29,463	29,499
SUBTOTAL	12,110	16,378	18,403	19,351	20,052	20,527	21,387	22,659	24,309	26,406	28,997
INTEREST RATE	6.60	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
INTEREST 3/	832	200	0	0	0	0	0	0	0	0	0
TOTAL REVENUE	22,986	32,818	28,066	28,506	28,972	29,471	29,989	30,511	31,035	31,560	32,090
EOY BALANCE	12,943	18,578	18,403	19,351	20,052	20,527	21,387	22,659	24,309	26,406	28,997
CHANGE IN CASH	665	8,578	1,824	948	702	475	859	1,273	1,649	2,097	2,581

HTF DESCRIPTION	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY UNPAID AUTHORITY	44,840	45,581	50,812	56,843	61,657	65,658	68,934	72,077	75,110	77,997	80,808
NEW BUDGET AUTHORITY	24,072	28,572	32,272	32,272	32,272	32,272	32,272	32,272	32,272	32,272	32,272
OUTLAYS	22,332	24,241	26,242	27,558	28,270	28,998	29,130	29,238	29,386	29,463	29,499
EOY UNPAID AUTHORITY	46,581	50,812	56,843	61,657	65,658	68,934	72,077	75,110	77,997	80,808	83,578
CASH BALANCE EOY	12,943	18,578	18,403	19,351	20,052	20,527	21,387	22,659	24,309	26,406	28,997
EOY UNFUNDED AUTHORITY	33,638	34,334	38,540	42,306	45,606	48,407	50,690	52,451	53,688	54,400	54,582
TOTAL OBLIGATIONS	23,417	26,377	27,508	28,200	28,858	29,315	29,455	29,511	29,543	29,543	29,549
BYRD TEST	27,247	22,238	18,936	16,137	13,854	12,093	10,856	10,144	9,962	10,325	11,243
EQUIV YEARS REVENUE	1.02	1.22	1.35	1.46	1.55	1.61	1.66	1.69	1.70	1.70	1.67

Discretionary outlays	20,366	21,719	22,370	22,742	22,858	22,716	22,414	22,245	22,245	22,245	22,245
Mandatory outlays	1,866	2,522	3,872	4,816	5,812	6,280	6,715	6,993	7,141	7,218	7,254

(mandatory outlays include federal-aid exempt programs and right-of-way revolving fund)

Budget Authority: authority provided by Congress to enter into contracts committing funds

Unpaid Authority: all budget authority that has been provided but not yet expended, a combination of both unobligated and obligated balances

Cash Balance EOY: "cash" available in trust fund at the end of year

Unfunded Authority: the unpaid budget authority for which there is currently no "cash" to cover the future expenditures. If the cash balance is greater than the unpaid authority, there is no unfunded authority. For those cases the table shows NA, for "not applicable".

Total Obligations: funds that have been committed by contracts

Byrd Test: applies only to the highway account - unfunded authority cannot exceed the projected receipts for the next two years

Rostenkowski Test: applies only to the transit account - unfunded authority cannot exceed the projected receipts for the subsequent year

(These two tests are used as a measure to ensure that there is sufficient revenue in future years to pay off current budget authority)

Equivalent Years Revenue: the current year's unfunded authority divided by the next year's revenue - approximate measure of compliance with Byrd test

PROJECTION OF TRUST FUND BALANCES,

TRANSIT ACCOUNT (In millions of dollars, by fiscal year)

May 9, 1998

SCENARIO 1:

Spending under conference scenario #1

HTF BALANCE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY BALANCE 1/	9,698	5,500	6,596	6,505	9,682	9,902	8,453	8,495	7,393	6,397	5,526
TAX REVENUE	3,407	5,256	4,436	4,506	4,578	4,657	4,738	4,820	4,901	4,984	5,067
OUTLAYS	4,221	4,260	2,527	3,329	4,358	5,108	5,696	5,822	5,897	5,855	5,855
SUBTOTAL	8,864	6,496	8,505	9,682	9,902	9,453	8,495	7,393	6,397	5,526	4,738
INTEREST RATE	6.60	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
INTEREST 3/	634	100	0	0	0	0	0	0	0	0	0
TOTAL REVENUE	4,041	5,356	4,436	4,506	4,578	4,657	4,738	4,820	4,901	4,984	5,067
EOY BALANCE	9,518	6,596	8,505	9,682	9,902	9,453	8,495	7,393	6,397	5,526	4,738
CHANGE IN CASH	-180	1,098	1,909	1,177	220	-449	-958	-1,102	-996	-871	-788
HTF DESCRIPTION	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY UNPAID AUTHORITY	5,002	5,701	6,464	9,793	12,318	13,816	14,565	14,724	14,658	14,814	14,614
NEW BUDGET AUTHORITY	4,920	5,023	5,855	5,855	5,855	5,855	5,855	5,855	5,856	5,855	5,855
OUTLAYS	4,221	4,260	2,527	3,329	4,358	5,108	5,696	5,922	5,897	5,855	5,855
EOY UNPAID AUTHORITY	5,701	6,464	9,793	12,318	13,818	14,565	14,724	14,656	14,614	14,614	14,614
CASH BALANCE EOY	9,518	6,596	8,505	9,682	9,902	9,453	8,495	7,393	6,397	5,526	4,738
EOY UNFUNDED AUTHORITY	NA	NA	1,267	2,636	3,913	5,111	6,228	7,263	8,217	9,088	9,876
TOTAL OBLIGATIONS	4,260	5,023	5,855	5,855	5,855	5,855	5,855	5,855	5,855	5,855	5,855
ROSTENKOWSKI TEST	5,356	4,436	3,219	1,942	744	-373	-1,408	-2,362	-3,233	-4,021	-4,723
EQUIV YEARS REVENUE	0.00	0.00	0.29	0.58	0.64	1.08	1.29	1.48	1.65	1.79	1.92
Discretionary outlays	4,221	4,219	2,302	2,675	3,676	4,235	4,716	4,922	4,858	4,844	4,844
Mandatory outlays ⁴	0	41	226	454	682	871	980	1,000	1,039	1,011	1,011

*Note - Outlay estimates are preliminary and do not reflect a CBO cost estimate - the change in the nature of the funding may result in a different outlay rate.

PROJECTION OF TRUST FUND BALANCES.

TRUST FUND TOTAL (In millions of dollars, by fiscal year)

May 9, 1998

SCENARIO :

Spending under conference scenario #1

HTF BALANCE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY BALANCE 1/	21,976	13,500	23,174	26,908	29,033	29,955	29,980	29,882	30,052	30,706	31,832
TAX REVENUE	25,571	37,875	32,502	33,012	33,550	34,128	34,727	35,331	35,938	36,544	37,157
OUTLAYS	26,552	28,501	28,768	30,887	32,628	34,102	34,826	35,161	35,283	35,318	35,354
SUBTOTAL	20,985	22,874	26,908	29,033	29,955	29,980	29,882	30,052	30,706	31,832	33,735
INTEREST RATE	6.60	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
INTEREST 3/	1,466	300	0	0	0	0	0	0	0	0	0
TOTAL REVENUE	27,037	38,175	32,502	33,012	33,550	34,128	34,727	35,331	35,938	36,544	37,157
EOY BALANCE	22,461	23,174	26,908	29,033	29,955	29,980	29,882	30,052	30,706	31,832	33,735
CHANGE IN CASH	485	9,674	3,734	2,125	922	26	-99	170	653	1,226	1,803

HTF DESCRIPTION	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY UNPAID AUTHORITY	49,842	52,282	57,376	66,735	73,975	79,474	83,499	86,800	89,767	92,611	95,420
NEW BUDGET AUTHORITY	28,992	33,595	38,127	38,127	38,127	38,127	38,127	38,127	38,127	38,127	38,127
OUTLAYS	26,552	28,501	28,768	30,887	32,628	34,102	34,826	35,161	35,283	35,318	35,354
EOY UNPAID AUTHORITY	52,282	57,376	66,735	73,975	79,474	83,499	86,800	89,767	92,611	95,420	98,193
CASH BALANCE EOY	22,461	23,174	26,908	29,033	29,955	29,980	29,882	30,052	30,706	31,832	33,735
EOY UNFUNDED AUTHORITY	29,821	34,202	39,827	44,942	49,519	53,518	56,918	59,714	61,908	63,489	64,459
TOTAL OBLIGATIONS	27,677	31,400	33,363	34,055	34,714	35,170	35,310	35,386	35,398	35,398	35,398

1. H R 2400 (as passed by the House) would reduce the cash balance in the beginning of fiscal year 1999 to \$8 billion in the highway account and \$5.5 billion in the transit account.
2. Additional outlays would result from the Right of Way Revolving Fund, the High Speed Rail Account, and the Department of the Interior road program. These programs would not be reauthorized in H R 2400.
3. H R 2400 would stop accrual of interest to the Highway Trust Fund after September 30, 1998. The estimate of interest for fiscal year 1999 reflects an approximation of the interest that would accrue in the last three months of fiscal year 1998.

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Run #2

Additional Information:

05/09/98

Run # 2

**Summary of Estimates for Highway Trust Fund and General Fund
Spending Under Conference Scenario #2 and CBO WODI Baseline**
(Outlays in Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003	6-Year Sum 1998-2003
Spending Under Conference Scenario #2							
Highways, Safety, Rail							
Trust Fund Outlays 11	22,404	24,385	26,354	27,637	28,323	29,038	158,149
General Fund Outlays	339	281	150	86	41	16	912
Subtotal	22,743	24,676	26,504	27,723	28,365	29,052	159,062
Transit							
Trust Fund Outlays 11	4,221	4,260	2,527	3,329	4,358	5,108	23,800
General Fund Outlays	176	139	2,223	1,730	1,045	575	5,889
Subtotal	4,387	4,399	4,750	5,060	5,403	5,681	29,690
Totals for Scenario							
Trust Fund Outlays 11	26,625	28,655	28,881	30,966	32,681	34,142	181,950
General Fund Outlays	515	420	2,373	1,817	1,086	591	6,802
Total	27,140	29,075	31,254	32,783	33,767	34,733	188,751
CBO Baseline without discretionary inflation (WODI) (for programs covered by this scenario)							
Highways, Safety, Rail 21							
Trust Fund Outlays	22,321	23,353	23,620	23,600	23,340	23,289	139,522
General Fund Outlays	394	422	434	417	415	418	2,501
Subtotal	22,715	23,774	24,054	24,017	23,756	23,707	142,023
Transit							
Trust Fund Outlays	4,221	4,209	4,229	4,225	4,231	4,271	25,386
General Fund Outlays	176	227	357	465	553	572	2,350
Subtotal	4,397	4,436	4,586	4,690	4,784	4,843	27,736
Totals for WODI Baseline							
Trust Fund Outlays	26,541	27,562	27,849	27,825	27,571	27,560	164,908
General Fund Outlays	570	649	791	882	968	990	4,850
Total	27,111	28,210	28,640	28,707	28,539	28,550	169,759
Total Outlay Difference	28	865	2,613	4,076	5,228	6,183	18,983

1 These estimated outlays from the Highway Trust Fund for this option exclude outlays from the Right of Way Revolving Fund, the High Speed Rail Account, and the Department of the Interior road program. Those programs are not affected by either bill. The following 10-year trust fund projections, however, record all trust fund cash flows and thus reflect outlays from those programs.

2 Totals reflect spending under the WODI baseline only for those programs included in the conference scenario.

Note: Estimates are preliminary and do not reflect a cost estimate.

PROJECTION OF TRUST FUND BALANCES.

HIGHWAY ACCOUNT (in millions of dollars, by fiscal year)

May 9, 1998

SCENARIO 2:

Spending under conference scenario #2

HTF BALANCE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY BALANCE 1/	12,278	8,000	18,415	18,122	19,001	19,680	20,115	20,982	22,230	23,878	25,874
TAX REVENUE	22,164	32,619	28,088	28,506	28,972	29,471	29,988	30,511	31,035	31,560	32,090
OUTLAYS UNDER SCENARIO	22,404	24,384	28,354	27,837	28,323	29,038	29,162	29,263	29,407	29,484	29,519
ADDITIONAL OUTLAYS 2/	11	10	5	-10	-11	-20	-20	-20	-20	-20	-20
TOTAL OUTLAYS	22,415	24,404	28,359	27,827	28,312	29,018	29,142	29,243	29,387	29,464	29,499
SUBTOTAL	12,027	16,215	18,122	18,001	19,880	20,115	20,982	22,230	23,878	25,974	28,565
INTEREST RATE	6.60	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
INTEREST 3/	829	200	0	0	0	0	0	0	0	0	0
TOTAL REVENUE	22,893	32,819	28,066	28,506	28,972	29,471	29,988	30,511	31,035	31,560	32,090
EOY BALANCE	12,856	16,415	18,122	18,001	19,660	20,115	20,962	22,230	23,878	25,974	28,585
CHANGE IN CASH	578	8,415	1,707	879	860	455	847	1,268	1,648	2,096	2,591

HTF DESCRIPTION	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY UNPAID AUTHORITY	44,840	48,497	50,885	56,578	61,223	65,183	68,439	71,589	74,598	77,483	80,291
NEW BUDGET AUTHORITY	24,072	28,572	32,272	32,272	32,272	32,272	32,272	32,272	32,272	32,272	32,272
OUTLAYS	22,415	24,404	28,359	27,827	28,312	29,016	29,142	29,243	29,387	29,464	29,499
EOY UNPAID AUTHORITY	48,497	50,885	56,578	61,223	65,183	68,439	71,589	74,598	77,483	80,291	83,064
CASH BALANCE EOY	12,856	16,415	18,122	18,001	19,880	20,115	20,962	22,230	23,878	25,974	28,565
EOY UNFUNDED AUTHORITY	33,641	34,250	38,456	42,223	45,523	48,324	50,807	52,368	53,605	54,317	54,499
TOTAL OBLIGATIONS	23,728	26,501	27,558	28,233	28,858	29,315	29,455	29,511	29,543	29,543	29,543
BYRD TEST	27,244	22,322	19,022	16,220	13,937	12,176	10,938	10,227	10,045	10,409	11,327
EQUIV YEARS REVENUE	1.03	1.22	1.35	1.46	1.54	1.81	1.86	1.89	1.70	1.69	1.67

Discretionary outlays

Mandatory outlays

*(mandatory outlays include federal-aid exempt programs and right-of-way revolving fund)

Budget Authority: authority provided by Congress to enter into contracts committing funds

Unpaid Authority: all budget authority that has been provided but not yet expended, a combination of both unobligated and obligated balances

Cash Balance EOY: "cash" available in trust fund at the end of year

Unfunded Authority: the unpaid budget authority for which there is currently no "cash" to cover the future expenditures. If the cash balance is greater than the unpaid authority, there is no unfunded authority. For those cases the table shows NA, for "not applicable"

Total Obligations: funds that have been committed by contracts

Byrd Test: applies only to the highway account - unfunded authority cannot exceed the projected receipts for the next two years

Rostenkowski Test: applies only to the transit account - unfunded authority cannot exceed the projected receipts for the subsequent year

(These two tests are used as a measure to ensure that there is sufficient revenue in future years to pay off current budget authority)

Equivalent Years Revenue: the current year's unfunded authority divided by the next year's revenue - an approximate measure of compliance with Byrd test

PROJECTION OF TRUST FUND BALANCES,

TRANSIT ACCOUNT (in millions of dollars, by fiscal year)

May 9, 1998

SCENARIO 2:

Spending under conference scenario #2

HTF BALANCE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY BALANCE 1/	8,688	5,500	6,596	8,505	9,682	9,902	9,453	8,495	7,393	6,397	5,526
TAX REVENUE	3,407	5,256	4,436	4,506	4,578	4,657	4,738	4,820	4,901	4,984	5,067
OUTLAYS	4,221	4,260	2,527	3,329	4,358	5,106	5,698	5,922	5,897	5,855	5,855
SUBTOTAL	8,884	6,496	8,505	9,682	9,902	9,453	8,495	7,393	6,397	5,526	4,738
INTEREST RATE	6 60	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
INTEREST 3/	634	100	0	0	0	0	0	0	0	0	0
TOTAL REVENUE	4,041	5,356	4,436	4,506	4,578	4,657	4,738	4,820	4,901	4,984	5,067
EOY BALANCE	9,518	6,586	8,505	9,682	9,902	9,453	8,495	7,393	6,387	5,526	4,738
CHANGE IN CASH	-180	1,086	1,909	1,177	220	-449	-958	-1,102	-996	-871	-788
HTF DESCRIPTION	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY UNPAID AUTHORITY	5,002	5,701	6,464	9,783	12,318	13,816	14,565	14,724	14,656	14,614	14,614
NEW BUDGET AUTHORITY	4,920	5,023	5,855	5,855	5,855	5,855	5,855	5,855	5,855	5,855	5,855
OUTLAYS	4,221	4,260	2,527	3,328	4,358	5,106	5,696	5,922	5,897	5,855	5,855
EOY UNPAID AUTHORITY	5,701	8,464	9,783	12,318	13,816	14,565	14,724	14,656	14,614	14,614	14,614
CASH BALANCE EOY	9,518	6,586	8,505	9,682	9,902	9,453	8,495	7,393	6,397	5,526	4,738
EOY UNFUNDED AUTHORITY	NA	NA	1,287	2,638	3,913	5,111	6,228	7,263	8,217	9,088	9,876
TOTAL OBLIGATIONS	4,260	5,023	5,855	5,855	5,855	5,855	5,855	5,855	5,855	5,855	5,855
ROSTENKOWSKI TEST	5,356	4,436	3,219	1,942	744	-373	-1,408	-2,362	-3,233	-4,021	-4,723
EQUIV YEARS REVENUE	0 00	0 00	0 28	0 58	0 84	1 08	1 29	1 48	1 65	1 79	1 92
Discretionary outlays	4,221	4,219	2,302	2,875	3,676	4,235	4,716	4,922	4,888	4,844	4,844
Mandatory outlays*	0	41	225	454	682	871	880	1,000	1,009	1,011	1,011

*Note - Outlay estimates are preliminary and do not reflect a CBO cost estimate - the change in the nature of the funding may result in a different outlay rate.

PROJECTION OF TRUST FUND BALANCES.

TRUST FUND TOTAL (In millions of dollars, by fiscal year)

May 9, 1998

SCENARIO 2:

Spending under conference scenario #2

HTF BALANCE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY BALANCE 1/	21,976	13,500	23,011	26,627	28,683	29,563	29,569	29,457	29,623	30,275	31,500
TAX REVENUE	25,571	37,875	32,502	33,012	33,550	34,128	34,727	35,331	35,936	36,544	37,157
OUTLAYS	26,636	28,664	28,886	30,956	32,670	34,122	34,836	35,165	35,284	35,319	35,354
SUBTOTAL	20,911	22,711	26,627	28,683	28,563	29,569	29,457	29,623	30,275	31,500	33,303
INTEREST RATE	6 60	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
INTEREST 3/	1,464	300	0	0	0	0	0	0	0	0	0
TOTAL REVENUE	27,035	38,175	32,502	33,012	33,550	34,128	34,727	35,331	35,936	36,544	37,157
EOY BALANCE	22,375	23,011	26,627	28,683	29,563	29,569	29,457	29,623	30,275	31,500	33,303
CHANGE IN CASH	399	9,511	3,616	2,058	880	6	-111	168	652	1,225	1,803

HTF DESCRIPTION	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY UNPAID AUTHORITY	48,842	52,189	57,130	66,371	73,541	78,988	83,004	86,292	89,254	92,097	94,905
NEW BUDGET AUTHORITY	28,892	33,595	38,127	38,127	38,127	38,127	38,127	38,127	38,127	38,127	38,127
OUTLAYS	26,636	28,664	28,886	30,956	32,670	34,122	34,836	35,165	35,284	35,319	35,354
EOY UNPAID AUTHORITY	52,189	57,130	66,371	73,541	78,988	83,004	86,292	89,254	92,097	94,905	97,878
CASH BALANCE EOY	22,375	23,011	26,627	28,683	29,563	29,569	29,457	29,623	30,275	31,500	33,303
EOY UNFUNDED AUTHORITY	29,824	34,119	39,744	44,858	49,436	53,435	56,835	59,631	61,822	63,405	64,375
TOTAL OBLIGATIONS	27,986	31,524	33,413	34,088	34,714	35,170	35,310	35,366	35,398	35,398	35,398

1. H.R. 2400 (as passed by the House) would reduce the cash balance in the beginning of fiscal year 1999 to \$8 billion in the highway account and \$5.5 billion in the transit account.

2. Additional outlays would result from the Right of Way Revolving Fund, the High Speed Rail Account, and the Department of the Interior road program. These programs would not be reauthorized in H.R. 2400.

3. H.R. 2400 would stop accrual of interest to the Highway Trust Fund after September 30, 1998. The estimate of interest for fiscal year 1999 reflects an approximation of the interest that would accrue in the last three months of fiscal year 1998.

Run #3

Congressional Budget Office

Natural and Physical Resources Cost Estimates Unit

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05/08/98

Run #3

**Summary of Estimates for Highway Trust Fund and General Fund
Spending Under Conference Scenario #3 and CBO WODI Baseline
(Outlays in Millions of Dollars, by Fiscal Year)**

	1998	1999	2000	2001	2002	2003	6-Year Sum 1998-2003
Spending Under Conference Scenario #3							
Highways, Safety, Rail							
Trust Fund Outlays	22,500	24,620	26,633	27,886	28,436	29,043	159,118
General Fund Outlays	339	281	150	88	41	16	912
Subtotal	22,838	24,901	26,783	27,972	28,477	29,059	160,030
Transit							
Trust Fund Outlays	4,221	4,280	2,527	3,329	4,358	5,106	23,800
General Fund Outlays	176	139	2,223	1,730	1,045	574	5,889
Subtotal	4,397	4,399	4,750	5,060	5,403	5,681	29,689
Totals for Scenario							
Trust Fund Outlays	26,720	28,880	29,160	31,215	32,794	34,149	182,918
General Fund Outlays	515	420	2,373	1,817	1,086	591	6,802
Total	27,235	29,300	31,532	33,032	33,880	34,740	189,720
CBO Baseline without discretionary inflation (WODI) (for programs covered by this scenario)							
Highways, Safety, Rail							
Trust Fund Outlays	22,321	23,353	23,620	23,600	23,340	23,289	139,522
General Fund Outlays	324	422	434	417	415	418	2,501
Subtotal	22,715	23,774	24,054	24,017	23,755	23,707	142,023
Transit							
Trust Fund Outlays	4,221	4,209	4,229	4,225	4,231	4,271	25,388
General Fund Outlays	176	227	357	465	553	572	2,350
Subtotal	4,397	4,436	4,586	4,690	4,784	4,843	27,735
Totals for WODI Baseline							
Trust Fund Outlays	26,541	27,562	27,849	27,825	27,571	27,560	164,908
General Fund Outlays	570	649	791	882	968	990	4,850
Total	27,111	28,210	28,640	28,707	28,539	28,550	169,758
Total Outlay Difference	124	1,090	2,882	4,324	5,341	6,190	19,961

1. These estimated outlays from the Highway Trust Fund for this option exclude outlays from the Right of Way Revolving Fund, the High Speed Rail Account, and the Department of the Interior road program. Those programs are not affected by either bill. The following 10-year trust fund projections, however, record all trust fund cash flows and thus reflect outlays from these programs.

2. Totals reflect spending under the WODI baseline only for those programs included in the conference scenario.

Note: Estimates are preliminary and do not reflect a cost estimate.

PROJECTION OF TRUST FUND BALANCES,

HIGHWAY ACCOUNT (in millions of dollars, by fiscal year)

May 9, 1998

SCENARIO 3:

Spending under conference scenario #3

HTF BALANCE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY BALANCE 1/	12,278	8,000	16,190	17,618	18,248	18,795	19,243	20,118	21,434	23,141	25,305
TAX REVENUE	22,164	32,819	28,066	28,508	28,972	29,471	29,989	30,511	31,035	31,580	32,080
OUTLAYS UNDER SCENARIO	22,500	24,620	26,633	27,886	28,436	29,043	29,134	29,215	29,348	29,416	29,448
ADDITIONAL OUTLAYS 2/	11	10	5	-10	-11	-20	-20	-20	-20	-20	-20
TOTAL OUTLAYS	22,511	24,629	26,638	27,876	28,425	29,023	29,114	29,195	29,328	29,396	29,428
SUBTOTAL	11,931	15,990	17,618	18,248	18,795	19,243	20,118	21,434	23,141	25,305	27,966
INTEREST RATE	8.80	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
INTEREST 3/	826	200	0	0	0	0	0	0	0	0	0
TOTAL REVENUE	22,990	32,819	28,066	28,506	28,972	29,471	29,989	30,511	31,035	31,580	32,080
EOY BALANCE	12,757	16,190	17,618	18,248	18,795	19,243	20,118	21,434	23,141	25,305	27,966
CHANGE IN CASH	479	8,190	1,428	630	547	448	875	1,316	1,707	2,164	2,682

HTF DESCRIPTION	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY UNPAID AUTHORITY	44,840	46,402	50,345	55,979	60,375	64,222	67,471	70,629	73,706	76,650	79,526
NEW BUDGET AUTHORITY	24,072	28,572	32,272	32,272	32,272	32,272	32,272	32,272	32,272	32,272	32,272
OUTLAYS	22,511	24,629	26,638	27,876	28,425	29,023	29,114	29,195	29,328	29,396	29,428
EOY UNPAID AUTHORITY	46,402	50,345	55,979	60,375	64,222	67,471	70,629	73,706	76,650	79,526	82,370
CASH BALANCE EOY	12,757	16,190	17,618	18,248	18,795	19,243	20,118	21,434	23,141	25,305	27,966
EOY UNFUNDED AUTHORITY	33,644	34,155	38,361	42,127	45,427	48,228	50,511	52,272	53,509	54,221	54,403
TOTAL OBLIGATIONS	24,080	26,784	27,826	28,323	28,788	29,244	29,385	29,440	29,472	29,472	29,472
BYRD TEST	27,241	22,417	19,117	16,316	14,033	12,272	11,035	10,323	10,141	10,504	11,423
EQUIV YEARS REVENUE	1.03	1.22	1.35	1.45	1.54	1.61	1.68	1.68	1.70	1.69	1.67

Discretionary outlays	20,366	21,719	22,370	22,742	22,668	22,716	22,414	22,745	22,245	22,245	22,245
Mandatory outlays*	2,145	2,910	4,268	5,134	5,767	6,307	6,700	6,850	7,083	7,151	7,183

* (mandatory outlays include federal-aid exempt programs and right-of-way revolving fund)

Budget Authority: authority provided by Congress to enter into contracts committing funds

Unpaid Authority: all budget authority that has been provided but not yet expended, a combination of both unobligated and obligated balances

Cash Balance EOY: "cash" available in trust fund at the end of year

Unfunded Authority: the unpaid budget authority for which there is currently no "cash" to cover the future expenditures. If the cash balance is greater than the unpaid authority, there is no unfunded authority. For those cases the table shows NA, for "not applicable"

Total Obligations: funds that have been committed by contracts

Byrd Test: applies only to the highway account - unfunded authority cannot exceed the projected receipts for the next two years

Rostenkowski Test: applies only to the transit account - unfunded authority cannot exceed the projected receipts for the subsequent year

(These two tests are used as a measure to ensure that there is sufficient revenue in future years to pay off current budget authority)

Equivalent Years Revenue: the current year's unfunded authority divided by the next year's revenue - - approximate measure of compliance with Byrd test

PROJECTION OF TRUST FUND BALANCES,

TRANSIT ACCOUNT (In millions of dollars, by fiscal year)

May 9, 1998

SCENARIO 3:

Spending under conference scenario #3

HTF BALANCE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY BALANCE 1/	8,698	5,500	6,596	8,505	9,602	9,902	9,453	8,495	7,393	6,397	5,526
TAX REVENUE	3,407	5,256	4,436	4,506	4,578	4,657	4,738	4,820	4,901	4,984	5,067
OUTLAYS	4,221	4,260	2,527	3,328	4,358	5,106	5,696	5,927	5,897	5,855	5,855
SUBTOTAL	8,884	6,496	8,505	9,682	9,802	9,453	8,495	7,393	6,397	5,526	4,738
INTEREST RATE	6.60	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
INTEREST 3/	634	100	0	0	0	0	0	0	0	0	0
TOTAL REVENUE	4,041	5,356	4,436	4,506	4,578	4,657	4,738	4,820	4,901	4,984	5,067
EOY BALANCE	9,518	6,596	8,505	9,682	9,902	9,453	8,495	7,393	6,397	5,526	4,738
CHANGE IN CASH	-180	1,086	1,809	1,177	220	-449	-958	-1,102	-896	-871	-788

HTF DESCRIPTION	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY UNPAID AUTHORITY	5,002	5,701	8,464	9,793	12,318	13,816	14,565	14,724	14,656	14,614	14,614
NEW BUDGET AUTHORITY	4,920	5,023	5,855	5,855	5,855	5,855	5,855	5,855	5,855	5,855	5,855
OUTLAYS	4,221	4,260	2,527	3,329	4,358	5,106	5,696	5,922	5,897	5,855	5,855
EOY UNPAID AUTHORITY	5,701	8,464	9,793	12,318	13,816	14,565	14,724	14,656	14,614	14,614	14,614
CASH BALANCE EOY	9,518	6,596	8,505	9,682	9,902	9,453	8,495	7,393	6,397	5,526	4,738
EOY UNFUNDED AUTHORITY	NA	NA	1,287	2,636	3,913	5,111	6,228	7,263	8,217	9,088	9,676
TOTAL OBLIGATIONS	4,260	5,023	5,855	5,855	5,855	5,855	5,855	5,855	5,855	5,855	5,855
ROSTENKOWSKI TEST	5,356	4,436	3,219	1,942	744	-373	-1,408	-2,362	-3,233	-4,021	-4,723
EOYV YEARS REVENUE	0.00	0.00	0.29	0.58	0.84	1.08	1.29	1.48	1.65	1.78	1.92
Discretionary outlays	4,221	4,219	2,302	2,875	3,676	4,235	4,716	4,922	4,888	4,844	4,844
Mandatory outlays	0	41	225	454	682	871	980	1,000	1,009	1,011	1,011

*Note - Outlay estimates are preliminary and do not reflect a CBO cost estimate - the change in the nature of the funding may result in a different outlay rate.

PROJECTION OF TRUST FUND BALANCES.

TRUST FUND TOTAL (in millions of dollars, by fiscal year)

May 9, 1998

SCENARIO J:

Spending under conference scenario #3

HTF BALANCE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY BALANCE 1/	21,976	13,500	22,786	26,123	27,930	28,697	28,696	28,613	28,827	29,538	30,831
TAX REVENUE	25,571	37,875	32,502	33,012	33,550	34,128	34,727	35,331	35,936	36,544	37,157
OUTLAYS	26,731	28,889	29,165	31,205	32,783	34,129	34,810	35,117	35,225	35,251	35,283
SUBTOTAL	20,816	22,486	26,123	27,930	28,697	28,696	28,613	28,827	29,538	30,831	32,704
INTEREST RATE	6.60	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
INTEREST 3/	1,460	300	0	0	0	0	0	0	0	0	0
TOTAL REVENUE	27,031	38,175	32,502	33,012	33,550	34,128	34,727	35,331	35,936	36,544	37,157
EOY BALANCE	22,276	22,786	26,123	27,930	28,697	28,696	28,613	28,827	29,538	30,831	32,704
CHANGE IN CASH	300	9,286	3,337	1,807	767	-1	-83	214	711	1,283	1,874

HTF DESCRIPTION	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BOY UNPAID AUTHORITY	49,842	52,103	56,809	65,771	72,693	78,037	82,035	85,352	88,362	91,264	94,140
NEW BUDGET AUTHORITY	28,982	33,595	38,127	38,127	38,127	38,127	38,127	38,127	38,127	38,127	38,127
OUTLAYS	26,731	28,889	29,165	31,205	32,783	34,129	34,810	35,117	35,225	35,251	35,283
EOY UNPAID AUTHORITY	52,103	56,809	65,771	72,693	78,037	82,035	85,352	88,362	91,264	94,140	96,984
CASH BALANCE EOY	22,276	22,786	26,123	27,930	28,697	28,696	28,613	28,827	29,538	30,831	32,704
EOY UNFUNDED AUTHORITY	29,827	34,023	39,648	44,763	49,340	53,339	56,739	59,535	61,726	63,310	64,280
TOTAL OBLIGATIONS	28,340	31,807	33,781	34,178	34,643	35,099	35,240	35,295	35,327	35,327	35,327

1 H.R. 2400 (as passed by the House) would reduce the cash balance in the beginning of fiscal year 1999 to \$8 billion in the highway account and \$5.5 billion in the transit account.

2 Additional outlays would result from the Right of Way Revolving Fund, the High Speed Rail Account, and the Department of the Interior road program. These programs would not be reauthorized in H.R. 2400.

3 H.R. 2400 would stop accrual of interest to the Highway Trust Fund after September 30, 1998. The estimate of interest for fiscal year 1999 reflects an approximation of the interest that would accrue in the last three months of fiscal year 1998.

THE WHITE HOUSE

OFFICE OF LEGISLATIVE AFFAIRS

HOUSE LIAISON

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TO:

Larry Stein, Jack Lew, Michael Deich
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SUBJECT:

ISTEA Budget #s

1 OF

4

Guaranteed Budget Calculation Concept - Highways

	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>Total 98-03</u>	<u>Total 98-03</u>
A. Tax Revenue (w/o spike)	27.148	27.634	28.068	28.506	28.972	29.471	189.798	142.849
B. Firewall Programs at Gasoline								
Federal-aid - Ob. Limit	21.500	21.500	21.500	21.500	21.500	21.500	129.000	107.500
NHTSA - Ob. Limit	0.186	0.186	0.186	0.186	0.186	0.186	1.116	0.930
MCSAP - Ob. Limit	0.085	0.085	0.085	0.085	0.085	0.085	0.510	0.425
ARC (DOT) - BA	-	0.300	0.300	0.300	0.300	0.300	1.500	1.500
ARC (Energy & Water) - BA	-	0.102	0.102	0.102	0.102	0.102	0.510	0.510
Subtotal	21.771	22.173	22.173	22.173	22.173	22.173	132.636	110.865
C. Mandatory Components								
D. Current Mand. Baseline - BA	0.739	0.739	0.739	0.739	0.739	0.739	4.434	3.695
E. New Mand. BA (A-B+D) *	1.932	4.722	5.184	5.694	6.050	6.659	30.021	28.089
Total Mand. BA (D+E)	2.671	5.461	5.923	6.433	6.789	7.398	34.455	31.784
F. Total Guaranteed - Firewall + Mandatory	24.442	27.634	28.086	28.506	28.972	29.471	167.091	142.849
G. Total CA - House Bill Assumptions	24.000	28.500	32.200	32.200	32.200	32.200	181.300	157.300
H. Total CA - Senate Bill Assumptions	24.751	28.761	29.195	28.628	30.100	30.629	173.064	149.313

Revenues = Spending

* Indefinite amount, calculated annually. 1998 shows House assumptions.

HYBRID BUDGET TRANSIT CALCULATION

		<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>Total 98-03</u>	<u>Total 99-03</u>
A.	Tax Revenue	3.407	5.256	4.436	4.506	4.578	4.657	26.840	23.433
B.	Firewall Programs at Baseline								
	trust fund capital	2.260	2.260	2.260	2.260	2.260	2.260	13.560	11.300
	formula	2.000	2.000	2.000	2.000	2.000	2.000	12.000	10.000
	general fund formula	0.240	0.240	0.240	0.240	0.240	0.240	1.440	1.200
	UTC	0.008	0.008	0.008	0.008	0.008	0.008	0.036	0.030
	Admin.	0.046	0.046	0.046	0.046	0.046	0.046	0.276	0.230
	Planning	0.092	0.092	0.092	0.092	0.092	0.092	0.552	0.460
	WMATA	0.000	0.200	0.200	0.200	0.200	0.200	1.000	1.000
	TOTAL	4.644	4.844	4.844	4.844	4.844	4.844	28.864	24.220
C.	New Mandatory Program	0.000	0.563	1.071	1.071	1.071	1.071	4.607	4.607 - 4.6 P9
D.	Total - Firewall + Mandatory	4.644	5.407	5.915	5.915	5.915	5.915	33.471	28.827 - 28.909
E.	Administration Budget Resources	4.800	4.800	4.800	6.100	6.400	6.500	33.400	28.600
F.	Total CA -- House Bill Assumptions (incl. 1 billion/year GF guarantee)	4.895	5.625	6.316	6.316	6.316	6.316	35.784	30.889
G.	Total CA and Guaranteed BA -- Senate Bill Assumptions	4.920	6.053	6.190	6.330	6.473	6.621	36.587	31.667

**HIGHWAY/TRANSIT
GUARANTEE INCREASE
(\$ in billions)**

	1999 WODI baseline	WODI 99-03	Firewall	New Mandatory	Guarantee Increase
HIGHWAY					
Fed. Aid	21.500				
NHTSA Grants	.186				
MCSAP	.085				
ARC (DoT Approps)	.300				
ARC (E & W Approps)	.102				
	<u>22.173</u>	<u>110.865</u>	<u>110.865</u>	<u>28.089</u>	
Mandatory (MA & ER)	.739	3.695	3.695		
TOTAL	<u>22.912</u>	<u>114.560</u>	<u>114.560</u>		
			TOTAL GUARANTEE	142.649	24.5%
TRANSIT					
Capital	2.000				
Formula	2.260				
Admin.	.046				
Planning	.092				
UTC	.006				
	<u>4.644</u>	<u>23.220</u>	<u>24.220 *</u>	<u>4.689</u>	<u>24.5%</u>
			TOTAL GUARANTEE	20.095 * 22.909	

Cent Fund 240 mil/year

* (includes \$200 million credit per year in firewall -- \$1 billion over 99-03 -- for WMATA)

Surface Transportation Programs
Mandatory and Discretionary Spending
(dollars in millions)

	Enacted <u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	6-Yr. <u>Total</u>
President's Request:							
Budget Authority	27,739	27,741	27,699	27,644	27,624	27,624	166,070
Outlays	26,276	27,099	27,540	27,674	27,843	27,937	164,369
CBO WODI Baseline:							
Budget Authority	30,747	30,747	30,747	30,747	30,747	30,747	184,482
Outlays	27,178	28,277	28,687	28,749	28,558	28,557	170,006
CBO WIDI Baseline:							
Budget Authority	30,747	30,771	30,800	30,828	30,857	30,887	184,890
Outlays	27,179	28,423	29,235	29,821	30,236	30,900	175,794
OMB WIDI Baseline:							
Budget Authority	27,789	28,231	28,909	29,530	30,166	30,815	175,440
Outlays	26,447	27,347	28,232	28,788	29,457	30,040	170,311
HR 2400, BESTEA - OMB Scoring							
Budget Authority	30,292	34,825	38,763	38,710	38,273	38,888	219,751
Outlays	26,412	28,992	32,703	35,594	37,057	37,790	198,548
HR 2400, BESTEA - CBO Scoring							
Budget Authority	30,798	34,730	38,719	38,866	38,693	38,808	220,614
Outlays	27,346	30,150	33,805	36,734	37,866	38,549	204,450
S. 1173, ISTEA2 - OMB Scoring							
Budget Authority	30,771	35,959	36,747	37,347	38,038	38,786	217,648
Outlays	26,244	29,037	33,096	35,271	36,692	37,843	198,183
S. 1173, ISTEA2 - CBO Scoring							
Budget Authority	31,288	36,008	36,717	37,350	37,993	38,712	218,068
Outlays	27,218	30,412	34,567	36,718	37,794	38,878	205,587

CBO Scoring of Surface Transportation Programs
Mandatory and Discretionary Spending
(dollars in millions)

	Enacted 1998	1999	2000	2001	2002	2003	6-Yr. Total	6-YR Total Less WIDI Baseline
CBO WIDI Baseline:								
Budget Authority	30,747	30,771	30,800	30,828	30,857	30,887	184,890	N/A
Outlays	27,179	28,423	29,235	29,821	30,236	30,900	175,794	N/A
<u>Discretionary</u>								
BA	1,061	1,085	1,114	1,142	1,171	1,201	6,774	N/A
Outlays	25,213	26,666	27,694	28,614	29,180	29,940	167,307	N/A
<u>Mandatory</u>								
BA	29,686	29,686	29,686	29,686	29,686	29,686	178,116	N/A
Outlays	1,966	1,757	1,541	1,207	1,056	960	8,487	N/A
HR 2400, BESTEA - CBO Scoring								
Budget Authority	30,798	34,730	38,719	38,866	38,693	38,808	220,614	35,724
Outlays	27,346	30,150	33,805	36,734	37,866	38,549	204,450	28,656
<u>Discretionary</u>								
BA	1,203	714	315	260	185	155	2,832	-3,942
Outlays	25,231	27,770	30,957	33,663	34,666	35,296	187,583	20,276
<u>Mandatory</u>								
BA	29,594	34,016	38,404	38,606	38,509	38,654	217,783	39,667
Outlays	2,115	2,379	2,848	3,071	3,200	3,253	16,866	8,379
S. 1173, ISTEA2 - CBO Scoring								
Budget Authority	31,288	36,008	36,717	37,350	37,993	38,712	218,068	33,178
Outlays	27,218	30,412	34,567	36,718	37,794	38,878	205,587	29,793
<u>Discretionary</u>								
BA	1617	2194	2432	2391	2420	2463	13,517	6,743
Outlays	25252	28660	33022	35492	36703	37867	196,996	29,689
<u>Mandatory</u>								
BA	29671	33814	34285	34959	35573	36249	204,551	26,435
Outlays	1966	1752	1545	1226	1091	1011	8,591	104

**Comparison of House and Senate ISTEA Reauthorizations with Alternative projections
(Outlays in millions)
Six Year Totals: 1998 to 2003**

HR 2400, BESTEA

	<u>OMB Scoring</u>	<u>CBO Scoring</u>	<u>President's Request</u>	<u>CBO WODI Baseline</u>	<u>OMB WIDI Baseline</u>	<u>CBO WIDI Baseline</u>
Outlays	198,548	204,450	164,369	170,006	170,311	175,794

HR 2400 OMB Scoring

			<u>Less CBO WODI Baseline</u>	<u>OMB WIDI Baseline</u>	<u>CBO WIDI Baseline</u>
	<u>CBO Scoring</u>	<u>President's Request</u>			
Outlays	-5,902	34,179	28,542	28,237	22,754

HR 2400 CBO Scoring

		<u>Less CBO WODI Baseline</u>	<u>OMB WIDI Baseline</u>	<u>CBO WIDI Baseline</u>
	<u>President's Request</u>			
Outlays	40,081	34,444	34,139	28,656

S. 1173, ISTEA2

	<u>OMB Scoring</u>	<u>CBO Scoring</u>	<u>President's Request</u>	<u>CBO WODI Baseline</u>	<u>OMB WIDI Baseline</u>	<u>CBO WIDI Baseline</u>
Outlays	198,183	205,587	164,369	170,006	170,311	175,794

S. 1173 OMB Scoring

			<u>Less CBO WODI Baseline</u>	<u>OMB WIDI Baseline</u>	<u>CBO WIDI Baseline</u>
	<u>CBO Scoring</u>	<u>President's Request</u>			
Outlays	-7,404	33,814	28,177	27,872	22,389

S. 1173 CBO Scoring

	<u>Less CBO WODI Baseline</u>	<u>OMB WIDI Baseline</u>	<u>CBO WIDI Baseline</u>
<u>President's Request</u>			
41,218	35,581	35,276	29,793



CONGRESSIONAL BUDGET OFFICE
U.S. CONGRESS
WASHINGTON, D.C. 20515

June E. O'Neill
Director

April 9, 1998

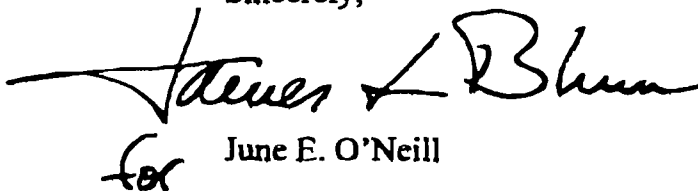
Honorable Pete Domenici
Chairman
Committee on the Budget
United States Senate
Washington, D.C. 20510

Dear Mr. Chairman:

As you requested, the Congressional Budget Office has prepared the enclosed cost estimate for S. 1173, the Intermodal Surface Transportation Efficiency Act of 1998.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contacts are Clare Doherty (for the federal costs of highway, safety, rail and research programs), who can be reached at 226-2860, Kristen Layman (for the federal costs of transit programs), who can be reached at 225-3220, Marjorie Miller (for the state and local impact), who can be reached at 225-3220, and Pearl Richardson and Alyssa Trzeszkowski (for federal revenues), who can be reached at 226-2691.

Sincerely,



for June E. O'Neill

Enclosure

cc: Honorable Frank R. Lautenberg
Ranking Minority Member

Honorable Pete Domenici
Page 2

Honorable John H. Chafee
Chairman
Committee on Environment and Public Works

Honorable Max Baucus
Ranking Minority Member
Committee on Environment and Public Works

Honorable Alfonse M. D'Amato
Chairman
Committee on Banking, Housing, and Urban Affairs

Honorable Paul S. Sarbanes
Ranking Minority Member
Committee on Banking, Housing, and Urban Affairs

Honorable John McCain
Chairman
Committee on Commerce, Science, and Transportation

Honorable Ernest F. Hollings
Ranking Democrat
Committee on Commerce, Science, and Transportation

Honorable William V. Roth, Jr.
Chairman
Committee on Finance

Honorable Daniel Patrick Moynihan
Ranking Minority Member
Committee on Finance



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

April 9, 1998

S. 1173 **Intermodal Surface Transportation Efficiency Act of 1998**

As agreed to by the Senate on March 12, 1998

SUMMARY

S. 1173 would reauthorize the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) for the years 1998 through 2003. For that six-year period, the bill would provide contract authority totaling \$171.3 billion for the Federal Highway Administration (FHWA), \$1.1 billion for the National Highway Traffic Safety Administration (NHTSA), and \$31.5 billion for the Federal Transit Administration (FTA). H.R. 2400 also would authorize the appropriation of \$12.5 billion—in addition to amounts already appropriated for 1998—for the 1998-2003 period for programs managed by the Department of Transportation (DOT).

Of the \$204 billion in contract authority that would be provided by this bill, \$4.1 billion would be for spending that is exempt from annual obligation limitations. The exempt spending would be for the proposed minimum guarantee program, which would replace an existing program called minimum allocation. (Another exempt program, emergency relief, is permanently authorized at \$100 million a year; S. 1173 would not change that authorization.)

CBO estimates that outlays for programs covered by this legislation would grow from an estimated \$27 billion in 1998 to close to \$39 billion in 2003. Relative to CBO's current-law projections, S. 1173 would result in an additional \$34 billion in outlays over the 1998-2003 period, assuming appropriations action consistent with the obligation and authorization levels specified in the bill. (Those current-law projections do not assume future appropriations for discretionary programs.)

S. 1173 would reauthorize the State Infrastructure Bank Program (SIB) and includes the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA), which would establish a new transportation credit program. The Joint Committee on Taxation (JCT) expects that both of these programs would probably result in an increase in tax-exempt financing and a consequent loss of federal revenues. JCT estimates revenue losses over the

1999-2003 period of \$28 million for SIB and \$225 million for TIFIA. The bill would also impose fees on the recipients of credit provided under TIFIA, and would require that those fees be recorded in the budget as "miscellaneous receipts" (revenues). CBO estimates that the TIFIA fees would increase federal revenues by \$225 million over the 1999-2003 period, offsetting the TIFIA-related revenue loss. Other provisions of the bill would also affect revenues. On balance, the net change in revenues through 2003 would be a loss of \$16 million.

Because S. 1173 would affect direct spending and receipts, pay-as-you go procedures would apply. S. 1173 contains intergovernmental mandates as defined in the Unfunded Mandates Reform Act of 1995 (UMRA), but they would not impose costs on state, local, or tribal governments in excess of the threshold established by that act (\$50 million in 1996, indexed annually for inflation).

DESCRIPTION OF THE BILL'S MAJOR PROVISIONS

Titles I and II of S. 1173 would reauthorize FHWA's federal-aid highways program. For the components of the program that are subject to annual obligation limitations, the bill would provide contract authority of \$23.8 billion in 1998, \$27.7 billion in 1999, \$28.1 billion in 2000, \$28.6 billion in 2001, \$29.0 billion in 2002, and \$29.5 billion in 2003. (Those amounts include a total of \$530 million over the six years for credit subsidies under TIFIA.)

Title I would establish a new funding mechanism for apportioning some of the highway funds to states. The new program would be called "minimum guarantee;" it would replace an existing apportionment process known as "minimum allocation." Some of the funds provided under the minimum guarantee program would be exempt from annual obligation limitations.

Because the emergency relief program is permanently authorized under current law, its costs of \$100 million a year are not included in the above totals for contract authority that would be provided by S. 1173.

Title III would reauthorize NHTSA's highway safety programs and FHWA's motor carrier safety program. The bill would provide contract authority of \$171 million in 1998, \$183 million in 1999, \$188 million in 2000, \$185 million in 2001, \$190 million in 2002, and \$199 million in 2003 for the NHTSA highway safety program. The bill also would authorize appropriations of \$372 million over the 1998-2003 period for operations and research at NHTSA, and \$12 million over the same period for NHTSA to maintain the national driver register, which contains the driving records of individuals. In addition, S. 1173 would

provide contract authority of \$90 million in 1998, \$110 million in 1999, \$107 million in 2000, \$104 million in 2001, and \$100 million in 2002 and 2003 for FHWA's motor carrier safety program.

In addition to the authorizations of appropriations noted above, S. 1173 would authorize the appropriation of \$2.7 billion for highway, highway safety, and rail programs, and \$106 million for two existing programs conducted by the Research and Special Programs Administration (RSPA) over the 1998-2003 period.

Title V would authorize federal mass transit programs for fiscal years 1998 through 2003. Over that six-year period, S. 1173 would provide contract authority—from the Highway Trust Fund—totaling \$17.3 billion for the trust fund share of expenses and \$14.2 billion for the major capital investment program. In addition, the bill would authorize the appropriation—from the general fund of the Treasury—of \$9.7 billion over fiscal years 1998 through 2003 for a variety of transit programs. (Of that amount, approximately \$400 million has already been appropriated for 1998.) S. 1173 would retain almost all of the transit programs and formulas for distributing funds that were authorized in ISTEA. The bill also would retain all of the existing set-asides for administrative expenses, programs for the elderly and disabled, and university transportation center programs. In addition, the legislation would authorize two new transit activities: an access-to-jobs program and a clean fuels program.

Title VI would extend Highway Trust Fund excise taxes through fiscal year 2005 and make several other changes that would affect federal revenues.

S. 1173 would require the Secretary of Transportation to complete numerous studies and to submit subsequent reports. In addition, the bill would require the General Accounting Office (GAO) to conduct several highway and transit studies.

Other provisions would not have any significant budgetary impact and are not discussed in this estimate.

ESTIMATED COST TO THE FEDERAL GOVERNMENT

CBO estimates that outlays under S. 1173 would total about \$206 billion over the 1998-2003 period. Of that amount, \$197 billion would be discretionary outlays and \$8.6 billion would be direct spending outlays.

The estimated budgetary impact of S. 1173 is shown in the following table. The projections of baseline spending under current law cover the highway and transit programs that were authorized in ISTEA.

	By Fiscal Year, in Millions of Dollars					
	1998	1999	2000	2001	2002	2003
DIRECT SPENDING						
Baseline Spending Under Current Law						
Estimated Budget Authority	29,686	29,686	29,686	29,686	29,686	29,686
Estimated Outlays	1,966	1,757	1,541	1,207	1,056	960
Proposed Changes						
Estimated Budget Authority	-15	4,127	4,698	5,272	5,886	6,563
Estimated Outlays	0	-6	4	19	35	50
Total Spending Under S. 1173						
Estimated Budget Authority	29,671	33,814	34,385	34,959	35,573	36,249
Estimated Outlays	1,966	1,752	1,545	1,226	1,091	1,011
SPENDING SUBJECT TO APPROPRIATION						
Spending Under Current Law						
Budget Authority ^a	1,046	0	0	0	0	0
Estimated Outlays	25,197	26,300	26,976	27,696	28,134	28,806
Proposed Changes						
Estimated Authorization Level	571	2,194	2,432	2,391	2,420	2,463
Estimated Outlays	56	2,361	6,046	7,796	8,570	9,062
Total Spending Under S. 1173						
Estimated Authorization Level	1,617	2,194	2,432	2,391	2,420	2,463
Estimated Outlays	25,252	28,660	33,022	35,492	36,703	37,867
CHANGES IN REVENUES						
Estimated Revenues ^b	0	-13	6	6	-12	-3

^a The 1998 level is the amount appropriated for that year.

^b Negative numbers denote an estimated loss of revenues, positive numbers denote an increase in revenues.

Of the \$197 billion in total estimated outlays subject to appropriation, about \$189 billion would come from contract authority, and \$8 billion would come from amounts authorized

to be appropriated by S. 1173 or already appropriated in prior years. The costs of this legislation fall within budget function 400 (transportation).

Enacting S. 1173 also would affect revenues. JCT estimates that the authorization of TIFIA—the new transportation credit program—and the reauthorization of the SIB program would increase levels of tax-exempt debt, resulting in a loss of revenues to the federal government totaling \$253 million over the 1998-2003 period. CBO estimates that fees collected under the TIFIA provisions would increase revenues by \$225 million over the same period. Provisions in Title VI would increase revenues by \$12 million over the period, resulting in a net loss in revenues of \$16 million from 1999 through 2003.

BASIS OF ESTIMATE

Implementing S. 1173 would affect direct spending, spending subject to appropriation, and governmental receipts (revenues). In particular, the bill would provide \$204 billion in contract authority (a form of direct spending) from 1998 through 2003 for the federal-aid highways program, the NHTSA safety grants program, the FHWA motor carrier safety grants program, and all FTA programs. The figures in the above table include an additional \$600 million in contract authority for the emergency relief program; that funding is provided under current law. Most of the outlays from this contract authority would be controlled by annual obligation limitations imposed through the appropriation process. All of the projected outlays controlled by appropriation action, whether from appropriated budget authority or annually limited contract authority, are shown in the table under "Spending Subject to Appropriation." Because a portion of the new minimum guarantee program would be exempt from obligation limitations, some of the outlays for that program as well as the outlays from emergency relief are included in the table under "Direct Spending."

Direct Spending

S. 1173 would authorize funding for a new federal-aid highways activity that would be partly exempt from obligation limitations—the minimum guarantee program. Under this legislation, \$4.1 billion in spending authority for the minimum guarantee would be exempt from obligation limitations over the 1998-2003 period. In addition, \$600 million for the emergency relief program would continue to be exempt from obligation limitations over the same period (as is the case under current law).

Minimum Guarantee. Under procedures specified in the Balanced Budget and Emergency Deficit Control Act, the baseline projections assume continued funding for the minimum

allocation program (which would be replaced by minimum guarantee funding). The amount of the minimum guarantee program that would be exempt from the obligation limitations would be equal to the amounts projected for the minimum allocation program in the March 1997 baseline: \$639 million for 1998, \$654 million for 1999, \$670 million in 2000, \$687 million in 2001, \$704 million in 2002, and \$721 million in 2003. CBO assumes that this new program would have the same obligation rates and outlay rates as projected for the existing minimum allocation program.

Emergency Relief. The emergency relief program, the other federal-aid activity under current law that is exempt from obligation limitations, is permanently authorized. S. 1173 would not change the emergency relief program, which receives \$100 million each year.

Other. This bill would give the Secretary of Transportation the authority to establish separate funds in the U.S. Treasury to collect payments and revenues from nongovernmental organizations. This would affect direct spending through the collection of offsetting receipts and the subsequent spending of those receipts. CBO estimates that the net direct spending effects would be negligible in each year.

The bill also would reduce the contract authority for NHTSA's traffic safety program in 1998 by \$24 million. This reduction in the contract authority for 1998 would require a reduction in 1998 obligations because there are no unobligated balances in the NHTSA account. CBO estimates that the reduction in obligations in 1998 would reduce outlays from direct spending by \$16 million over the 1998-2003 period.

Spending Subject to Appropriation

For purposes of this estimate, CBO assumes that the amounts authorized for highway programs would be appropriated for each fiscal year. Outlay estimates for all of the spending subject to appropriation are based on historical spending patterns for the affected programs. Because most of the outlays from contract authority are governed by annual obligation limitations in appropriation acts, they are discretionary and are included in the table as estimated outlays subject to appropriation. To estimate such outlays, CBO used the obligation limitations specified in the bill. For example, the bill's obligation limitation for federal-aid highways for 1998 is identical to the obligation limitation established in the Department of Transportation and Related Agencies Appropriation Act of 1998 (Public Law 105-66). For programs that do not have obligation limitations specified in the bill, we assume that obligations would be equal to the contract authority provided in each year, except that the 1998 obligation limitations established in Public Law 105-66 would apply.

Of the \$12.5 billion in authorizations of new appropriations, the bill would allocate \$2.7 billion for new highway, highway safety, and rail programs, \$384 million for existing NHTSA programs, \$106 million for existing RSPA programs, and \$9.3 billion for transit programs.

Highways, Highway Safety, and Rail. S. 1173 would authorize several new highway activities subject to the obligation limitation for federal-aid highways. The two biggest new programs are called "minimum guarantee" and "ISTEA transition." (Part of the minimum guarantee program is direct spending and was discussed above.) The amounts of contract authority that would be provided for these programs are based on formulas specified in the bill and were calculated by FHWA. In calculating the projections used for this cost estimate, FHWA used factors from the fall of 1997.

For the minimum guarantee program, we estimate that the gross annual levels would be \$1.2 billion for each of fiscal years 1998 and 1999, \$1.3 billion a year for 2000, 2001, and 2002, and \$1.5 billion for 2003. Of these amounts, the exempt portions identified above (equal to about half of the program's spending) would result in direct spending, while the remainder would be subject to the annual obligation limitations for federal-aid highways.

The amounts of contract authority estimated for ISTEA transition are \$872 million for 1998, \$880 million for 1999, \$884 million for 2000, \$867 million for 2001, \$757 million for 2002, and \$658 million for 2003.

Another new program that would be controlled by federal-aid obligation limitations is safety belt incentive grants. Over the 1998-2003 period, S. 1173 would provide \$400 million in contract authority for such grants. In addition, the bill would require the Secretary of Transportation to calculate the budgetary savings relating to federal medical costs, including savings in the Medicare and Medicaid programs, attributable to increased seat belt usage, and distribute those savings to the states that had caused those budgetary savings. Any additional funds provided to states under this authority would be direct spending. But CBO expects that additional spending, if any, would be negligible because the likelihood that the provisions of the bill would significantly increase seat belt usage is small and the impact of any change in seat belt usage on Medicare and Medicaid spending would likely be negligible and difficult to identify.

S. 1173 would authorize the appropriation of \$2.7 billion over the 1998-2003 period for new highway, highway safety, and rail programs. The bill would authorize appropriations totaling \$750 million to states for trade corridor and border crossing grants, \$300 million for the joint partnership for advanced vehicles program, \$100 million for the ferry and ferry terminal

program, \$950 million for magnetic levitation grants, and \$600 million for a variety of other programs.

In addition, the bill would authorize the appropriation of such sums as are necessary for transportation assistance for Olympic cities. Based on information from the United States Olympic Committee and Congressional sources, we estimate that costs would total \$335 million over the 1999-2003 period. Funds would be used primarily for building roads, as well as for aviation and transit needs.

Transit. Over the 1998-2003 period, S. 1173 would authorize the appropriation of \$9.7 billion for transit programs, of which about \$400 million has been appropriated for 1998. In addition, \$200 million has already been appropriated for the Washington Metropolitan Area Transit Authority (WMATA).

The bill would authorize the appropriation of \$250 million for a new access-to-jobs program for each fiscal year from 1998 through 2003. For the other new program—the clean fuels initiative—the bill would authorize funding of \$200 million each year, of which \$100 million would be contract authority and \$100 million would come from appropriations. Outlay estimates are based on historical spending rates for formula programs.

Research and Special Programs Administration (RSPA). S. 1173 would reauthorize the hazardous materials program within the RSPA research and special programs account. The bill would authorize the appropriation of \$100 million over the 1998-2003 period. In addition, S. 1173 would authorize the appropriation of \$6 million over fiscal years 1999 and 2000 for the RSPA's one-call notification program.

Miscellaneous. S. 1173 would authorize subsidy appropriations of \$530 million over the 1998-2003 period for the proposed TIFLA credit program. In addition, the bill would require DOT to conduct numerous studies and publish subsequent reports. CBO estimates that the cost of completing the studies and preparing the reports would be several million dollars each year. Finally, the bill would require GAO to complete studies and subsequently publish reports. According to GAO, the cost of completing these studies and reports would not be significant.

Revenues

Title I of S. 1173 would provide for a federal credit program for such facilities as border crossings, multistate trade corridors, intermodal facilities, toll roads, and other facilities that generate their own revenue streams through user charges. The credit program, which is

intended to complement other funding and to leverage private co-investment, could include secured loans, loan guarantees, and lines of credit, up to a maximum amount of credit ranging from \$1.2 billion in 1998 to \$2.0 billion in 2003. That program is expected to leverage new issues of tax-exempt bonds and result in a net increase in the volume of outstanding tax-exempt debt. The Joint Committee on Taxation estimates that this program would result in revenue losses totaling \$225 million over the 1999-2003 period.

The bill would also establish annual fees to be paid by the recipients of credit under the proposed TIFIA credit program. The fees would be based on a percentage of the average amount of outstanding federal credit. Under the Federal Credit Reform Act, such fees would generally be considered to be a part of the credit financing and would be incorporated in the subsidy estimates. S. 1173, however, would direct that collections of the TIFIA fees be deposited in the general fund of the Treasury as "miscellaneous receipts" (revenues). CBO estimates that the TIFIA fees would increase revenues by \$225 million over the 1999-2003 period, exactly offsetting the estimated loss in revenues from additional tax-exempt financing under TIFIA.

Title I would also reauthorize the State Infrastructure Bank Program (SIB). The SIB program allows states to elect to use federal-aid highways funds, subject to the obligation limitation, to provide capitalization for SIBs. Funds in a SIB provide credit enhancements and serve as a capital reserve for bond and debt financing for infrastructure projects that are expected to generate their own source of funding during operation. This program also allows states, with the consent of the Secretary of Transportation, to enter into interstate compacts to provide for the financing of multistate projects. The reauthorization would also give states greater flexibility in determining the amount of federal funds they can use to capitalize SIBs. We anticipate that the projects financed through SIBs would be financed primarily with tax-exempt debt, thus increasing the total volume of tax-exempt debt and reducing federal revenues. The Joint Committee on Taxation estimates that this program would result in revenue losses totaling \$28 million over the 1999-2003 period.

The Senate Finance Committee's substitute amendment to S. 1173, which was adopted as Title VI by the Senate, would extend the Highway Trust Fund excise taxes through 2005, and both the income tax credit for ethanol and the ethanol excise tax exemptions through 2007. These changes would increase revenues by \$44 million over the 1999-2003 period. Other major provisions in the amendment would create tax-exempt bonds for private-sector construction of highways and would delay the indexing for all qualified transportation benefits in 1999, resulting in a net revenue loss of \$32 million over the 1999-2003 period. Together, the provisions in Title VI would result in a net increase of \$12 million in revenues over the 1999-2003 period.

In addition, S. 1173 would increase some of the penalties and fines for violations of highway safety regulations. CBO expects that the increase in collections as a result of these changes would not be significant.

PAY-AS-YOU-GO CONSIDERATIONS

Section 252 of the Balanced Budget and Emergency Deficit Control Act of 1985 sets up pay-as-you-go procedures for legislation affecting direct spending or receipts. The net changes in outlays and governmental receipts that are subject to pay-as-you-go procedures are shown in the following table. For purposes of enforcing pay-as-you-go procedures, only the effects in the current year, the budget year, and the succeeding four years are counted. Also, only changes in direct spending outlays and changes in receipts are subject to pay-as-you-go requirements; the discretionary outlays from contract authority subject to obligation limitations are not included as pay-as-you-go effects because those outlays are controlled by appropriation acts.

	By Fiscal Year, in Millions of Dollars										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Changes in outlays	0	-6	4	19	35	50	67	84	101	119	184
Changes in receipts	0	-13	6	6	-12	-3	-37	9	-6	-1	-20

ESTIMATED IMPACT ON STATE, LOCAL, AND TRIBAL GOVERNMENTS

S. 1173 contains mandates as defined in UMRA, but they would not impose costs on state, local, or tribal governments in excess of the threshold established by that act (\$50 million in 1996, indexed annually for inflation). One section of this bill would limit the liability of an employer requesting safety performance records on job applicants and of persons providing such information. This section would impose a mandate on state governments by preempting any contradictory state laws. Another mandate might be imposed by the section of the bill extending the reach of federal motor carrier safety regulation to cover small vehicles transporting passengers for compensation. This could affect a small number of vehicles operated by state or local governments.

PREVIOUS CBO ESTIMATES

On October 7, 1997, CBO provided a cost estimate for S. 1173, as reported by the Senate Committee on Environment and Public Works on October 1, 1997. The bill as adopted by the Senate includes funding for transit programs, highway safety programs, and research and special programs, which was not in the reported version. The Senate-approved bill also incorporates additional amendments that would affect federal revenues and highway spending.

On January 23, 1998, CBO provided a cost estimate for S. 1271, the Federal Transit Act of 1997, as reported by the Senate Committee on Banking, Housing, and Urban Affairs on October 8, 1997.

On November 7, 1998, CBO provided a cost estimate for S. 1115, as ordered reported by the Senate Committee on Commerce, Science, and Transportation on November 4, 1997. That version of S. 1115 is identical to the one-call notification authorization language passed by the Senate.

On March 27, 1998, CBO provided a cost estimate for H.R. 2400, as reported by the House Committee on Transportation and Infrastructure on March 25, 1998. S. 1173 would reauthorize many of the same programs that are covered by H.R. 2400; however, S. 1173 contains some additional authorizations of appropriations and a transportation credit program that are not included in H.R. 2400. There are several other differences between H.R. 2400 and S. 1173. For example, the two bills have significantly different effects on outlays from direct spending. In particular, H.R. 2400 would increase the portion of federal-aid highways spending that is exempt from annual obligation limitations by more than \$8 billion over the 1998-2003 period, relative to the current law baseline, while S. 1173 would increase outlays from direct spending by only about \$100 million over the same period. On the other hand, S. 1173 would establish higher obligation limitations for highway spending. In total, CBO estimates that outlays—from both direct spending and appropriation action—would be \$205.6 billion over the 1998-2003 period for S. 1173 and \$204.4 billion over the same period for H.R. 2400.

ESTIMATE PREPARED BY:

Federal Costs: Clare Doherty and Kristen Layman (226-2860)

Federal Revenues: Pearl Richardson and Alyssa Trzeszkowski (226-2691)

Impact on State, Local, and Tribal Governments: Marjorie Miller (225-3220)

ESTIMATE APPROVED BY:

Robert A. Sunshine

Deputy Assistant Director for Budget Analysis

04/13/98

COMPARISON OF H.R. 2400 AND ALTERNATIVE CBO PROJECTIONS
-Outlays in Billions of Dollars -

6-Year Total for the 1998-2003 Period				Differences in 6-Year Totals		
H.R. 2400	Baseline	WODI	Current Law	H.R. 2400 versus Baseline	H.R. 2400 versus WODI	H.R. 2400 versus Current Law
204	176	170	172	29	34	33

H.R. 2400: The Building Efficient Surface Transportation and Equity Act of 1998, as reported by the House Committee on Transportation and Infrastructure. CBO has not completed a review of the bill as passed by the House. The House-passed version incorporates an amendment (to the committee-approved version) that would authorize funding of \$150 million a year for the proposed Access to Jobs program. The committee version authorizes \$42 million a year. Other changes to the committee version of the bill also might affect the estimate of costs.

Baseline: CBO baseline projections, including adjustments for anticipated inflation.

WODI: CBO baseline projections without discretionary inflation.

Current Law: CBO's current-law projections, which assume continuation of programs that are funded by contract authority (a form of direct spending), but do not assume future appropriations for discretionary programs. The CBO cost estimate dated March 27, 1998, for H.R. 2400, as reported by the House Committee on Transportation and Infrastructure, compares H.R. 2400 to the "current-law projections."

CBO estimates

04/13/98

Estimated Outlays for Highway & Transit Programs
(Billions of Dollars, by Fiscal Year)

Year	H.R. 2400, Committee Version			CBO Baseline		
	Outlays from CA	Outlays from BA	Outlays Total	Outlays from CA	Outlays from BA	Outlays Total
1998	26.6	0.8	27.3	26.4	0.8	27.2
1999	30.1	0.1	30.1	27.8	0.8	28.4
2000	30.9	2.9	33.8	28.3	0.9	29.2
2001	34.3	2.4	36.7	28.9	1.0	29.8
2002	36.3	1.5	37.9	29.2	1.0	30.2
2003	37.6	0.9	38.6	29.8	1.1	30.9
6-yr sum	195.8	8.6	204.4	170.3	5.5	175.8

Year	WODI			Current-Law Projections		
	Outlays from CA	Outlays from BA	Outlays Total	Outlays from CA	Outlays from BA	Outlays Total
1998	26.4	0.8	27.2	26.4	0.8	27.2
1999	27.4	0.8	28.3	27.6	0.5	28.1
2000	27.7	1.0	28.7	28.3	0.2	28.5
2001	27.7	1.0	28.7	28.9	0.1	28.9
2002	27.5	1.1	28.6	29.2	-0.0	29.2
2003	27.5	1.1	28.6	29.8	-0.1	29.8
6-yr sum	164.3	5.7	170.0	170.3	1.4	171.7

CA: Contract Authority (provided in authorization legislation).
 The outlays shown include both direct spending and spending
 controlled by annual obligation limitations in appropriations acts.

BA: Discretionary Budget Authority (provided in appropriations acts).

SPENDING UNDER H.R. 2400 -- BY ACCOUNT
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Contract Authority						
NHTSA SAFETY GRANTS - includes FHWA funds						
Contract Authority	187	248	298	298	298	298
Estimated Outlays	178	211	257	279	292	288
FHWA Motor Carrier Safety grants						
Contract Authority	85	125	150	150	150	150
Estimated Outlays	80	96	132	150	150	150
Federal aid subject to the obligation limitation						
Contract Authority	22,171	25,253	28,411	28,433	28,432	28,377
Estimated Outlays	19,975	22,231	25,147	27,424	28,075	28,470
Federal aid exempt from obligation limitation						
Total CA	2,256	2,785	3,210	3,210	3,312	3,312
emergency relief	100	100	100	100	100	100
high priority projects	1,026	1,388	1,678	1,678	1,772	1,772
minimum allocation	1,131	1,266	1,431	1,431	1,441	1,441
Estimated Outlays	2,115	2,379	2,848	3,071	3,200	3,253
Major Capital Investment						
Contract Authority	2,197	2,412	2,813	2,613	2,613	2,613
Estimated Outlays (includes priors)	1,961	1,889	2,170	2,264	2,397	2,543
Formula Grants						
Contract Authority	2,898	3,213	3,553	3,553	3,553	3,553
Estimated Outlays	2,280	3,213	276	1,041	2,082	2,757
LTC						
Contract Authority	0	0	6	6	6	6
Estimated Outlays	0	0	1	3	5	5
Administration						
Contract Authority	0	0	52	52	52	52
Estimated Outlays	0	0	47	52	52	52
Planning & Research						
Contract Authority	0	0	92	92	92	92
Estimated Outlays	0	0	11	49	77	88
Subtotals						
Contract Authority	29,594	34,016	38,404	38,406	38,509	38,854
Estimated Outlays	26,569	30,099	30,868	34,333	36,331	37,817

Note: Outlays shown above are a combination of direct spending (exempt programs) and spending subject to appropriation (programs subject to obligation limitations)

SPENDING UNDER H.R. 2400 -- BY ACCOUNT
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
(1) Accounts Authorized in H.R. 2400						
NHTSA & FMVA Operations and Research						
Authorization Level	75	75	75	75	75	75
Estimated Outlays	67	70	72	74	75	75
NHTSA NDR						
Authorization Level	2	2	2	2	2	2
Estimated Outlays	1	2	2	2	2	2
Olympics						
Authorization Level	0	110	125	70	30	0
Estimated Outlays	0	41	98	108	72	18
Rail						
Authorization Level	75	271	71	71	36	36
Estimated Outlays	39	288	81	78	57	43
Formula Grants						
Budget Authority	290	68	0	0	0	0
Estimated Outlays	-188	-1,100	2,165	1,821	1,145	698
UTC						
Budget Authority	6	8	0	0	0	0
Estimated Outlays	8	7	5	3	1	1
Administrative Expenses						
Budget Authority	48	50	0	0	0	0
Estimated Outlays	45	49	5	0	0	0
Planning & Research						
Budget Authority	82	90	0	0	0	0
Estimated Outlays	89	94	85	47	19	8
Access to Jobs						
Budget Authority	42	42	42	42	42	42
Estimated Outlays	2	23	40	42	42	42
(2) Other Accounts Included in CBO Estimate of Bill Totals						
Appalachian Development Highway System						
Budget Authority	300	0	0	0	0	0
Estimated Outlays	81	126	45	30	18	0
FMVA safety grants						
Contract Authority	0	0	0	0	0	0
Estimated Outlays	3	2	0	0	0	0
NHTSA ops						
Budget Authority	75	0	0	0	0	0
Estimated Outlays	91	45	23	13	6	5
Miscellaneous Trust Fund expenditures						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	53	51	48	34	27	15

SPENDING UNDER H.R. 2400 -- BY ACCOUNT
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
(2) Continued						
<u>State Infrastructure Banks</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	98	23	8	5	5	3
<u>Miscellaneous appropriations from the general fund</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	160	132	97	51	18	13
<u>WMATA</u>						
Budget Authority	200	0	0	0	0	0
Estimated Outlays	208	192	141	93	46	14
<u>Intrastate Transfer</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	16	5	3	0	0	0
<u>Research Training Human Res.</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	5	2	0	0	0	0
<u>Subtotals</u>						
Discretionary BA*	1,203	714	315	260	185	155
Estimated Outlays	777	50	2,016	2,402	1,535	933
<u>Totals</u>						
Budget Authority	30,798	34,730	38,719	38,666	38,693	38,808
Estimated Outlays	27,346	30,150	33,805	36,734	37,888	38,540

* Discretionary BA = Budget authority already appropriated plus additional authorization levels contained in H.R. 2400, as reported by the Committee on Transportation and Infrastructure.

Note: The above estimates are for the committee-reported version of H.R. 2400. They do not reflect any changes to costs attributable to amendments that were adopted in the House-passed version. For example, the House-passed version contains a higher annual authorization level (\$160 million vs. \$42 million) for the proposed Access to Jobs program. CBO has not completed a review of the amendments incorporated into the House-passed version of H.R. 2400.

**SPENDING UNDER THE
CBO BASELINE WITH DISCRETIONARY INFLATION (WDI)
FOR PROGRAMS COVERED BY H.R. 2400
(Millions of Dollars, by Fiscal Year)**

	1998	1999	2000	2001	2002	2003
Spending from Contract Authority*						
<u>NHTSA SAFETY GRANTS - includes FHWA funds</u>						
Contract Authority	195	185	195	195	195	195
Estimated Outlays	178	187	194	195	200	205
<u>FHWA Motor Carrier Safety grants</u>						
Contract Authority	80	90	90	90	90	90
Estimated Outlays	80	85	87	89	91	94
<u>Federal aid subject to the obligation limitation</u>						
Contract Authority	23,742	23,742	23,742	23,742	23,742	23,742
Estimated Outlays	19,975	21,335	22,158	22,931	23,323	23,911
<u>Federal aid exempt from obligation limitation</u>						
Contract Authority	739	739	739	739	739	739
Estimated Outlays	1,968	1,757	1,541	1,207	1,056	960
<u>Major Capital Investment</u>						
Contract Authority	2,263	2,263	2,263	2,263	2,263	2,263
Estimated Outlays	1,981	1,951	1,895	2,012	2,054	2,140
<u>Formula Grants</u>						
Contract Authority	2,657	2,657	2,657	2,657	2,657	2,657
Estimated Outlays	2,280	2,310	2,363	2,420	2,478	2,537
<u>Subtotals</u>						
Contract Authority	29,686	29,686	29,686	29,686	29,686	29,686
Estimated Outlays	26,420	27,624	28,338	28,853	29,202	29,847

* Under WDI, obligation limitations increase with discretionary inflation from the level of the 1998 obligation limitations.

Note: Outlays shown above are a combination of direct spending (exempt programs) and spending subject to appropriation (programs subject to obligation limitations).

SPENDING UNDER THE
CBO BASELINE WITH DISCRETIONARY INFLATION (WIDI)
FOR PROGRAMS COVERED BY H.R. 2400
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
<u>Appalachian Development Highway System</u>						
Budget Authority	300	307	314	322	329	337
Estimated Outlays	81	209	259	295	320	327
<u>FHWA safety grants</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	3	2	0	0	0	0
<u>NHTSA Operations - gf</u>						
Budget Authority	75	77	80	82	84	87
Estimated Outlays	91	90	90	90	88	90
<u>NHTSA Operations - rf</u>						
Budget Authority	72	74	77	79	81	84
Estimated Outlays	65	68	72	76	80	82
<u>Miscellaneous Trust Fund expenditures</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	53	51	48	34	27	15
<u>State Infrastructure Banks</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	98	23	8	5	5	3
<u>Miscellaneous appropriations from the general fund</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	160	132	97	51	18	13
<u>Next generation high speed rail</u>						
Budget Authority	20	20	21	21	22	22
Estimated Outlays	26	28	28	28	21	22
<u>Alaska railroad</u>						
Budget Authority	10	10	10	11	11	11
Estimated Outlays	6	10	10	10	11	11
<u>Formula Grants</u>						
Budget Authority	240	245	251	257	263	269
Estimated Outlays	-195	-173	-67	24	108	129
<u>UTC</u>						
Budget Authority	6	6	6	6	7	7
Estimated Outlays	8	7	6	6	6	6

(continued)

SPENDING UNDER THE
CBO BASELINE WITH DISCRETIONARY INFLATION (WDI)
FOR PROGRAMS COVERED BY H.R. 2400
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
Administrative Expenses						
Budget Authority	46	48	50	52	54	56
Estimated Outlays	45	48	50	51	54	58
Planning & Research						
Budget Authority	92	94	96	98	101	103
Estimated Outlays	89	94	97	100	102	104
MMATA						
Budget Authority	200	204	209	214	219	225
Estimated Outlays	208	202	196	195	193	195
Interstate Transfer						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	16	5	3	2	0	0
Research Training Human Res						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	5	2	0	0	0	0
Subtotals						
Budget Authority	1,061	1,085	1,114	1,142	1,171	1,201
Estimated Outlays	759	798	897	968	1,034	1,053
Totals:						
WDI Budget Authority**	30,747	30,772	30,800	30,828	30,857	30,887
Estimated Outlays	27,178	28,423	29,235	29,821	30,236	30,900

** Total of Mandatory Budget Authority (Contract Authority) and Discretionary Budget Authority.

SPENDING UNDER THE
CBO BASELINE WITHOUT DISCRETIONARY INFLATION (WODI)
FOR PROGRAMS COVERED BY H.R. 2400
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Contract Authority*						
<u>NHTSA SAFETY GRANTS - includes FHWA funds</u>						
Contract Authority	195	195	195	185	195	195
Estimated Outlays	178	186	189	187	187	187
<u>FHWA Motor Carrier Safety grants</u>						
Contract Authority	90	90	90	90	90	90
Estimated Outlays	80	85	85	85	85	85
<u>Federal aid subject to the obligation limitation</u>						
Contract Authority	23,742	23,742	23,742	23,742	23,742	23,742
Estimated Outlays	19,975	21,205	21,688	22,017	21,913	21,970
<u>Federal aid exempt from obligation limitation</u>						
Contract Authority	739	739	739	739	739	739
Estimated Outlays	1,968	1,757	1,541	1,207	1,056	960
<u>Major Capital Investment</u>						
Contract Authority	2,263	2,263	2,263	2,263	2,263	2,263
Estimated Outlays	1,961	1,948	1,969	1,985	1,971	2,011
<u>Formula Grants</u>						
Contract Authority	2,657	2,657	2,657	2,657	2,657	2,657
Estimated Outlays	2,260	2,260	2,260	2,260	2,260	2,260
<u>Subtotals</u>						
Contract Authority	29,686	29,686	29,686	29,686	29,686	29,686
Estimated Outlays	26,420	27,442	27,732	27,720	27,472	27,473

* Under WODI, obligation limitations for 1999 through 2003 are assumed to equal the 1998 obligation limitations.

Note: Outlays shown above are a combination of direct spending (exempt programs) and spending subject to appropriation (programs subject to obligation limitations)

SPENDING UNDER THE
CBO BASELINE WITHOUT DISCRETIONARY INFLATION (WODI)
FOR PROGRAMS COVERED BY H.R. 2400
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
<u>Appalachian Development Highway System</u>						
Budget Authority	300	300	300	300	300	300
Estimated Outlays	81	207	252	282	300	300
<u>EHWA safety grants</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	3	2	0	0	0	0
<u>NHTSA Operations - gt</u>						
Budget Authority	75	75	75	75	75	75
Estimated Outlays	91	88	86	84	81	79
<u>NHTSA Operations - lf</u>						
Budget Authority	72	72	72	72	72	72
Estimated Outlays	65	67	69	71	72	72
<u>Miscellaneous Trust Fund expenditures</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	53	51	48	34	27	15
<u>State Infrastructure Banks</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	88	23	8	5	5	3
<u>Miscellaneous appropriations from the general fund</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	160	132	97	51	18	13
<u>Next generation high speed rail</u>						
Budget Authority	20	20	20	20	20	20
Estimated Outlays	26	28	28	27	20	20
<u>Alaska railroad</u>						
Budget Authority	10	10	10	10	10	10
Estimated Outlays	6	10	10	10	10	10
<u>Formula Grants</u>						
Budget Authority	240	240	240	240	240	240
Estimated Outlays	-195	-129	11	124	218	240
<u>UTC</u>						
Budget Authority	6	6	6	6	6	6
Estimated Outlays	8	7	6	6	6	8

(continued)

**SPENDING UNDER THE
CBO BASELINE WITHOUT DISCRETIONARY INFLATION (WODI)
FOR PROGRAMS COVERED BY H.R. 2400
(Millions of Dollars, by Fiscal Year)**

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
Administrative Expenses						
Budget Authority	46	46	46	46	46	46
Estimated Outlays	45	45	45	45	46	46
Planning & Research						
Budget Authority	92	92	92	92	92	92
Estimated Outlays	88	94	96	97	97	96
WMATA						
Budget Authority	200	200	200	200	200	200
Estimated Outlays	208	202	195	191	186	184
Interstate Transfer						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	16	5	3	2	0	0
Research, Training, Human Res.						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	5	2	0	0	0	0
Subtotals						
Budget Authority	1,061	1,061	1,061	1,061	1,061	1,061
Estimated Outlays	758	835	954	1,028	1,087	1,083
Totals:						
WODI Budget Authority	30,747	30,747	30,747	30,747	30,747	30,747
Estimated Outlays	27,178	28,277	28,687	28,749	28,558	28,557

** Total of Mandatory Budget Authority (Contract Authority) and Discretionary Budget Authority.

BASELINE SPENDING UNDER CURRENT LAW
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Contract Authority						
<u>NHTSA SAFETY GRANTS - includes FHWA funds</u>						
Contract Authority	195	195	195	195	185	195
Estimated Outlays	178	187	194	195	200	205
<u>FHWA Motor Carrier Safety grants</u>						
Contract Authority	90	90	90	90	90	90
Estimated Outlays	80	85	87	89	91	94
<u>Federal aid subject to the obligation limitation</u>						
Contract Authority	23,742	23,742	23,742	23,742	23,742	23,742
Estimated Outlays	19,975	21,335	22,158	22,931	23,323	23,911
<u>Federal aid exempt from obligation limitation</u>						
Contract Authority	739	739	739	739	739	739
Estimated Outlays	1,966	1,757	1,541	1,207	1,056	960
<u>Major Capital Investment</u>						
Contract Authority	2,263	2,263	2,263	2,263	2,263	2,263
Estimated Outlays	1,961	1,951	1,995	2,012	2,054	2,140
<u>Formula Grants</u>						
Contract Authority	2,657	2,657	2,657	2,657	2,657	2,657
Estimated Outlays	2,260	2,310	2,363	2,420	2,478	2,537
<u>Subtotals</u>						
Contract Authority	29,686	29,688	29,686	29,686	29,688	29,686
Estimated Outlays	26,420	27,626	28,339	28,854	29,202	29,847

Note: Outlays shown above are a combination of direct spending (exempt programs) and spending subject to appropriation (programs subject to obligation limitations).

SPENDING UNDER CURRENT LAW
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
<u>Appalachian Development Highway System</u>						
Budget Authority	300	0	0	0	0	0
Estimated Outlays	81	126	45	30	18	0
<u>FHWA safety grants</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	3	2	0	0	0	0
<u>NHTSA Operations - gr</u>						
Budget Authority	75	0	0	0	0	0
Estimated Outlays	91	45	23	13	6	5
<u>NHTSA Operations - nf</u>						
Budget Authority	72	0	0	0	0	0
Estimated Outlays	65	25	8	2	0	0
<u>Miscellaneous Trust Fund expenditures</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	53	51	48	34	27	15
<u>State Infrastructure Banks</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	98	23	8	5	5	3
<u>Miscellaneous appropriations from the general fund</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	160	132	97	51	18	13
<u>Next generation high speed rail</u>						
Budget Authority	20	0	0	0	0	0
Estimated Outlays	26	20	12	8	0	0
<u>Alaska railroad</u>						
Budget Authority	10	0	0	0	0	0
Estimated Outlays	6	6	0	0	0	0
<u>Formula Grants</u>						
Budget Authority	240	0	0	0	0	0
Estimated Outlays	-195	-269	-244	-200	-145	-134
<u>UTC</u>						
Budget Authority	6	0	0	0	0	0
Estimated Outlays	8	6	3	1	1	0
<u>Administrative Expenses</u>						
Budget Authority	46	0	0	0	0	0
Estimated Outlays	45	4	0	0	0	0

SPENDING UNDER CURRENT LAW
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
<u>Planning & Research</u>						
Budget Authority	92	0	0	0	0	0
Estimated Outlays	89	83	44	18	9	4
<u>WMATA</u>						
Budget Authority	200	0	0	0	0	0
Estimated Outlays	208	192	141	93	48	14
<u>Interstate Transfer</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	16	5	3	0	0	0
<u>Research Training Human Res.</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	5	2	0	0	0	0
<u>Subtotals</u>						
Budget Authority	1,081	0	0	0	0	0
Estimated Outlays	758	453	187	56	-12	-81
<u>Totals</u>						
Budget Authority	30,747	29,686	29,686	29,688	29,688	29,686
Estimated Outlays	27,178	28,079	28,526	28,910	29,190	29,766

04/14/98

COMPARISON OF S. 1173 AND ALTERNATIVE CBO PROJECTIONS
--Outlays in Billions of Dollars --

6-Year Total for the 1998-2003 Period				Differences in 6-Year Totals		
S. 1173	Baseline	WODI	Current Law	S. 1173 versus Baseline	S. 1173 versus WODI	S. 1173 versus Current Law
206	176	170	172	30	38	34

S. 1173: The Intermodal Surface Transportation Efficiency Act of 1998, as agreed to by the Senate on March 12, 1998.

Baseline: CBO baseline projections, including adjustments for anticipated inflation.

WODI: CBO baseline projections without discretionary inflation.

Current Law: CBO's current-law projections, which assume continuation of programs that are funded by contract authority (a form of direct spending), but do not assume future appropriations for discretionary programs. The CBO cost estimate dated April 9, 1998 for S. 1173, as agreed to by the Senate, compares S. 1173 to the "current-law projections".

04/14/98

**Estimated Outlays for Highway & Transit Programs
(Billions of Dollars, by Fiscal Year)**

Year	S. 1173		Outlays Total	CBO Baseline		Outlays Total
	Outlays from CA	Outlays from BA		Outlays from CA	Outlays from BA	
1998	26.4	0.8	27.2	26.4	0.7	27.2
1999	29.9	0.5	30.4	27.6	0.8	28.4
2000	33.4	1.2	34.6	28.3	0.9	29.2
2001	35.0	1.7	36.7	28.9	0.9	29.8
2002	35.8	2.0	37.8	29.2	1.0	30.2
2003	36.7	2.2	38.9	29.8	1.0	30.9
6-yr. sum	197.2	8.4	205.6	170.3	5.4	175.7

Year	WODI		Outlays Total	Current-Law Projections		Outlays Total
	Outlays from CA	Outlays from BA		Outlays from CA	Outlays from BA	
1998	26.4	0.7	27.2	26.4	0.7	27.2
1999	27.4	0.8	28.3	27.6	0.4	28.1
2000	27.7	0.9	28.7	28.3	0.2	28.5
2001	27.7	1.0	28.7	28.9	0.0	28.9
2002	27.5	1.1	28.5	29.2	-0.0	29.2
2003	27.5	1.1	28.5	29.8	-0.1	29.8
6-yr. sum	164.3	5.6	169.9	170.3	1.3	171.6

CA: Contract Authority (provided in authorization legislation).
The outlays shown include both direct spending and spending controlled by annual obligation limitations in appropriations acts.

BA: Discretionary Budget Authority (provided in appropriations acts).

SPENDING UNDER 8.1173 - BY ACCOUNT
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Contract Authority						
<u>NTSA SAFETY GRANTS - includes FHWA funds</u>						
Contract Authority	171	183	188	185	190	199
Estimated Outlays	172	171	181	182	187	193
<u>FHWA Motor Carrier Safety grants</u>						
Contract Authority	90	110	107	104	100	100
Estimated Outlays	80	92	109	106	103	100
<u>Federal aid subject to the obligation limitation</u>						
Contract Authority	23,751	27,714	28,131	28,553	29,006	29,508
Estimated Outlays	19,975	23,113	26,644	28,437	29,137	29,908
<u>Federal aid exempt from obligation limitation</u>						
Total CA	739	754	770	787	804	821
emergency repair	100	100	100	100	100	100
minimum guarantee	639	654	670	687	704	721
Estimated Outlays	1,966	1,760	1,551	1,228	1,091	1,011
<u>Major Capital Investment</u>						
Contract Authority	2,221	2,278	2,341	2,404	2,468	2,535
Estimated Outlays (includes prior)	1,960	1,964	2,078	2,146	2,248	2,393
<u>Formula Grants</u>						
Contract Authority	2,699	2,774	2,849	2,926	3,005	3,088
Estimated Outlays	2,260	2,774	2,849	2,928	3,005	3,088
<u>Sumtotals</u>						
Contract Authority	29,871	33,814	34,385	34,959	35,573	36,249
Estimated Outlays	26,412	29,873	33,411	35,025	35,768	36,688

Note: Outlays shown above are a combination of direct spending (exempt programs) and spending subject to appropriation (programs subject to obligation limitations).

SPENDING UNDER S. 1173 - BY ACCOUNT
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
(1) Accounts Authorized in S. 1173						
<u>NHTSA & FHWA Operations and Research</u>						
Authorization Level	72	62	62	62	62	64
Estimated Outlays	65	61	61	61	62	63
<u>NHTSA NDR</u>						
Authorization Level	2	2	2	2	2	2
Estimated Outlays	1	2	2	2	2	2
<u>Olympics</u>						
Authorization Level	0	110	125	70	30	0
Estimated Outlays	0	41	98	108	72	16
<u>Light Rail</u>						
Authorization Level	10	10	10	10	10	10
Estimated Outlays	2	8	12	10	10	10
<u>School Transportation Safety</u>						
Authorization Level	0	0	0	0	0	0
Estimated Outlays	0	0	0	0	0	0
<u>RSPA Hazmat</u>						
Authorization Level	15	16	17	17	18	18
Estimated Outlays	16	16	16	17	17	18
<u>RSPA one-call</u>						
Authorization Level	0	1	5	0	0	0
Estimated Outlays	0	0	3	2	1	0
<u>Trade Corridor Grants</u>						
Authorization Level	125	125	125	125	125	125
Estimated Outlays	26	99	126	133	125	125
<u>Magnetic Levitation</u>						
Authorization Level	0	0	200	200	250	300
Estimated Outlays	0	0	80	160	220	260
<u>Joint partnerships for advanced vehicles</u>						
Authorization Level	50	50	50	50	50	50
Estimated Outlays	15	50	52	53	50	50
<u>Transportation and environmental cooperative</u>						
Authorization Level	5	5	5	5	5	5
Estimated Outlays	1	5	5	5	5	5
<u>Excise Fuel Reporting System</u>						
Authorization Level	10	2	2	2	2	2
Estimated Outlays	4	6	4	2	2	2
<u>Ferry Boat Construction</u>						
Authorization Level	0	20	20	20	20	20
Estimated Outlays	0	5	14	17	19	20

SPENDING UNDER 8.1173 - BY ACCOUNT
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
<u>Remote Sensing and Spatial Information</u>						
Authorization Level	0	10	10	10	10	10
Estimated Outlays	0	8	10	10	10	10
<u>Roadway Highway Crossing Elimination</u>						
Authorization Level	15	15	15	15	15	15
Estimated Outlays	2	9	15	14	15	15
<u>Covered Bridges</u>						
Authorization Level	0	10	10	10	10	10
Estimated Outlays	0	3	7	8	9	10
<u>Formula Grants</u>						
Budget Authority	194	180	182	204	217	230
Estimated Outlays	-199	-695	-344	-317	-134	-8
<u>UIC</u>						
Budget Authority	6	6	6	6	6	6
Estimated Outlays	6	7	6	6	6	6
<u>Administrative Expenses</u>						
Budget Authority	46	53	55	56	58	60
Estimated Outlays	45	52	55	58	58	59
<u>Planning & Research</u>						
Budget Authority	142	167	171	178	181	186
Estimated Outlays	95	124	152	168	178	182
<u>Access to Jobs</u>						
Budget Authority	250	250	250	250	250	250
Estimated Outlays	6	75	200	300	305	250
<u>Clean Fuels Program (GF Portion)</u>						
Budget Authority	100	100	100	100	100	100
Estimated Outlays	4	28	48	72	91	110
<u>Transit Equity Program</u>						
Budget Authority	0	1,000	1,000	1,000	1,000	1,000
Estimated Outlays	0	57	372	579	781	936

SPENDING UNDER S. 1173 -- BY ACCOUNT
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
(2) Other Accounts Included in CBO Estimate of Bill Totals						
<u>Appalachian Development Highway System</u>						
Budget Authority	300	0	0	0	0	0
Estimated Outlays	81	128	45	30	18	0
<u>FHWA safety grants</u>						
Contract Authority	0	0	0	0	0	0
Estimated Outlays	3	2	0	0	0	0
<u>NHTSA operations and research</u>						
Budget Authority	75	0	0	0	0	0
Estimated Outlays	91	45	23	13	6	5
<u>Miscellaneous Trust Fund expenditures</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	53	51	46	34	27	15
<u>State Infrastructure Banks</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	98	23	8	5	5	3
<u>Miscellaneous appropriations from the general fund</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	160	132	97	51	18	13
<u>WMATA</u>						
Budget Authority	200	0	0	0	0	0
Estimated Outlays	208	192	141	93	48	14
<u>Interstate Transfer</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	16	5	3	0	0	0
<u>Research Training Human Res.</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	5	2	0	0	0	0
<u>Subtotals</u>						
Discretionary BA*	1,618	2,195	2,432	2,391	2,421	2,463
Estimated Outlays	807	540	1,158	1,694	2,026	2,191
<u>Totals</u>						
Budget Authority	31,289	36,008	38,817	37,350	37,993	38,712
Estimated Outlays	27,218	30,413	34,567	36,719	37,795	38,878

* Discretionary BA = Budget authority already appropriated plus additional authorization levels contained in S. 1173, as passed by the Senate.

**SPENDING UNDER THE
CBO BASELINE WITH DISCRETIONARY INFLATION (WDI)
FOR PROGRAMS COVERED BY S. 1173
(Millions of Dollars, by Fiscal Year)**

	1998	1999	2000	2001	2002	2003
Spending from Contract Authority*						
<u>NHTSA SAFETY GRANTS - includes FHWA funds</u>						
Contract Authority	195	195	195	195	195	195
Estimated Outlays	178	187	194	195	200	205
<u>FHWA Motor Carrier Safety grants</u>						
Contract Authority	90	90	90	90	90	90
Estimated Outlays	80	85	87	89	91	94
<u>Federal-aid subject to the obligation limitation</u>						
Contract Authority	23,742	23,742	23,742	23,742	23,742	23,742
Estimated Outlays	19,975	21,335	22,158	22,931	23,323	23,911
<u>Federal-aid exempt from obligation limitation</u>						
Contract Authority	739	739	739	739	739	739
Estimated Outlays	1,966	1,757	1,541	1,207	1,056	860
<u>Major Capital Investment</u>						
Contract Authority	2,263	2,263	2,263	2,263	2,263	2,263
Estimated Outlays	1,861	1,951	1,995	2,012	2,054	2,140
<u>Formula Grants</u>						
Contract Authority	2,657	2,657	2,657	2,657	2,657	2,657
Estimated Outlays	2,260	2,310	2,363	2,420	2,478	2,537
<u>Subtotals</u>						
Contract Authority	29,686	29,686	29,686	29,686	29,686	29,686
Estimated Outlays	26,420	27,624	28,338	28,853	29,202	29,847

* Under WDI, obligation limitations increase with discretionary inflation from the level of the 1998 obligation limitations.

Note Outlays shown above are a combination of direct spending (exempt programs) and spending subject to appropriation (programs subject to obligation limitations)

**SPENDING UNDER THE
CBO BASELINE WITH DISCRETIONARY INFLATION (WDI)
FOR PROGRAMS COVERED BY S. 1173
(Millions of Dollars, by Fiscal Year)**

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
<u>Appalachian Development Highway System</u>						
Budget Authority	300	307	314	322	329	337
Estimated Outlays	81	209	259	295	320	327
<u>FHWA safety grants</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	3	2	0	0	0	0
<u>NHTSA Operations - of</u>						
Budget Authority	75	77	80	82	84	87
Estimated Outlays	81	90	90	90	89	90
<u>NHTSA Operations - if</u>						
Budget Authority	72	74	77	79	81	84
Estimated Outlays	65	68	72	76	80	82
<u>Miscellaneous Trust Fund expenditures</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	53	51	48	34	27	15
<u>State Infrastructure Banks</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	98	23	8	5	5	3
<u>Miscellaneous appropriations from the general fund</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	160	132	97	51	18	13
<u>RSPA hazardous materials subaccount</u>						
Budget Authority	15	15	16	16	16	17
Estimated Outlays	16	15	16	16	16	17
<u>Formula Grants</u>						
Budget Authority	240	245	251	257	263	269
Estimated Outlays	-195	-173	-67	24	108	129
<u>UTC</u>						
Budget Authority	6	6	6	6	7	7
Estimated Outlays	8	7	6	6	6	6

(continued)

**SPENDING UNDER THE
CBO BASELINE WITH DISCRETIONARY INFLATION (WDI)
FOR PROGRAMS COVERED BY S. 1173
(Millions of Dollars, by Fiscal Year)**

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
<u>Administrative Expenses</u>						
Budget Authority	46	48	50	52	54	56
Estimated Outlays	45	48	50	51	54	56
<u>Planning & Research</u>						
Budget Authority	92	94	96	98	101	103
Estimated Outlays	89	94	97	100	102	104
<u>WMATA</u>						
Budget Authority	200	204	209	214	219	225
Estimated Outlays	208	202	198	185	193	195
<u>Interstate Transfer</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	16	5	3	2	0	0
<u>Research, Training, Human Res.</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	5	2	0	0	0	0
<u>Subtotals</u>						
Budget Authority	1,046	1,071	1,098	1,126	1,155	1,185
Estimated Outlays	743	775	874	945	1,019	1,037
<u>Totals</u>						
WDI Budget Authority**	30,732	30,757	30,785	30,812	30,841	30,871
Estimated Outlays	27,163	28,400	29,213	29,799	30,221	30,884

** Total of Mandatory Budget Authority (Contract Authority) and Discretionary Budget Authority

**SPENDING UNDER THE
CBO BASELINE WITHOUT DISCRETIONARY INFLATION (WODI)
FOR PROGRAMS COVERED BY S. 1173
(Millions of Dollars, by Fiscal Year)**

	1988	1999	2000	2001	2002	2003
Spending from Contract Authority*						
<u>NHTSA SAFETY GRANTS - includes FHWA funds</u>						
Contract Authority	195	195	196	195	195	195
Estimated Outlays	178	186	189	187	187	187
<u>FHWA Motor Carrier Safety grants</u>						
Contract Authority	90	90	90	90	90	90
Estimated Outlays	80	85	85	85	85	85
<u>Federal aid subject to the obligation limitation</u>						
Contract Authority	23,742	23,742	23,742	23,742	23,742	23,742
Estimated Outlays	19,975	21,205	21,688	22,017	21,913	21,970
<u>Federal aid exempt from obligation limitation</u>						
Contract Authority	739	739	739	739	739	739
Estimated Outlays	1,966	1,757	1,541	1,207	1,056	960
<u>Major Capital Investment</u>						
Contract Authority	2,263	2,263	2,263	2,263	2,263	2,263
Estimated Outlays	1,961	1,949	1,969	1,965	1,971	2,011
<u>Formula Grants</u>						
Contract Authority	2,657	2,657	2,657	2,657	2,657	2,657
Estimated Outlays	2,260	2,260	2,260	2,260	2,260	2,260
<u>Subtotals</u>						
Contract Authority	29,686	29,686	29,686	29,686	29,686	29,686
Estimated Outlays	26,420	27,442	27,732	27,720	27,472	27,473

* Under WODI, obligation limitations for 1999 through 2003 are assumed to equal the 1988 obligation limitations.

Note: Outlays shown above are a combination of direct spending (exempt programs) and spending subject to appropriation (programs subject to obligation limitations)

**SPENDING UNDER THE
CBO BASELINE WITHOUT DISCRETIONARY INFLATION (WODI)
FOR PROGRAMS COVERED BY S. 1173
(Millions of Dollars, by Fiscal Year)**

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
<u>Appalachian Development Highway System</u>						
Budget Authority	300	300	300	300	300	300
Estimated Outlays	81	207	252	282	300	300
<u>FHWA safety grants</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	3	2	0	0	0	0
<u>NHTSA Operations - of</u>						
Budget Authority	76	75	75	75	75	75
Estimated Outlays	91	88	86	84	81	79
<u>NHTSA Operations - of</u>						
Budget Authority	72	72	72	72	72	72
Estimated Outlays	65	67	68	71	72	72
<u>Miscellaneous Trust Fund expenditures</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	53	51	48	34	27	15
<u>State Infrastructure Banks</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	98	23	8	5	5	3
<u>Miscellaneous appropriations from the general fund</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	180	132	97	51	18	13
<u>RSPA hazardous materials subaccount</u>						
Budget Authority	15	15	15	15	15	15
Estimated Outlays	16	15	15	15	15	15
<u>Formula Grants</u>						
Budget Authority	240	240	240	240	240	240
Estimated Outlays	-195	-129	11	124	218	240
<u>UTC</u>						
Budget Authority	6	6	6	8	6	6
Estimated Outlays	8	7	6	6	6	6

(continued)

SPENDING UNDER THE
CBO BASELINE WITHOUT DISCRETIONARY INFLATION (WODI)
FOR PROGRAMS COVERED BY S. 1173
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
Administrative Expenses						
Budget Authority	46	46	46	46	46	46
Estimated Outlays	45	45	45	45	46	46
Planning & Research						
Budget Authority	92	92	92	92	92	92
Estimated Outlays	89	94	96	97	97	96
WMATA						
Budget Authority	200	200	200	200	200	200
Estimated Outlays	208	202	195	191	188	184
Interstate Transfer						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	16	5	3	2	0	0
Research Training Human Res.						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	5	2	0	0	0	0
Subtotals						
Budget Authority	1,046	1,046	1,046	1,046	1,046	1,046
Estimated Outlays	742	812	931	1,007	1,072	1,068
Totals:						
WODI Budget Authority**	30,732	30,732	30,732	30,732	30,732	30,732
Estimated Outlays	27,162	28,254	28,664	28,727	28,543	28,542

** Total of Mandatory Budget Authority (Contract Authority) and Discretionary Budget Authority

BASELINE SPENDING UNDER CURRENT LAW
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Contract Authority						
NHTSA SAFETY GRANTS - includes FHWA funds						
Contract Authority	195	195	195	195	195	195
Estimated Outlays	178	187	194	185	200	205
FHWA Motor Carrier Safety grants						
Contract Authority	90	90	90	90	90	90
Estimated Outlays	80	85	87	89	81	94
Federal aid subject to the obligation limitation						
Contract Authority	23,742	23,742	23,742	23,742	23,742	23,742
Estimated Outlays	19,975	21,335	22,158	22,931	23,323	23,811
Federal aid exempt from obligation limitation						
Contract Authority	739	739	739	739	739	739
Estimated Outlays	1,966	1,757	1,541	1,207	1,056	960
Major Capital Investment						
Contract Authority	2,263	2,263	2,263	2,263	2,263	2,263
Estimated Outlays	1,961	1,951	1,995	2,012	2,054	2,140
Formula Grants						
Contract Authority	2,657	2,657	2,657	2,657	2,657	2,657
Estimated Outlays	2,260	2,310	2,363	2,420	2,478	2,537
Subtotals						
Contract Authority	29,688	29,688	29,686	29,686	29,686	29,686
Estimated Outlays	26,420	27,626	28,339	28,854	29,202	29,847

Note: Outlays shown above are a combination of direct spending (exempt programs) and spending subject to appropriation (programs subject to obligation limitations).

SPENDING UNDER CURRENT LAW
(Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
<u>Appalachian Development Highway System</u>						
Budget Authority	300	0	0	0	0	0
Estimated Outlays	81	126	45	30	18	0
<u>FHWA safety grants</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	3	2	0	0	0	0
<u>NHTSA Operations - of</u>						
Budget Authority	75	0	0	0	0	0
Estimated Outlays	91	45	23	13	6	5
<u>NHTSA Operations - of</u>						
Budget Authority	72	0	0	0	0	0
Estimated Outlays	65	25	8	2	0	0
<u>Miscellaneous Trust Fund expenditures</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	53	51	48	34	27	15
<u>State Infrastructure Banks</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	98	23	8	5	5	3
<u>Miscellaneous appropriations from the general fund</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	160	132	97	51	18	13
<u>RSPA hazardous materials subaccount</u>						
Budget Authority	15	0	0	0	0	0
Estimated Outlays	16	3	0	0	0	0
<u>Formula Grants</u>						
Budget Authority	240	0	0	0	0	0
Estimated Outlays	-195	-269	-244	-200	-145	-134
<u>UTC</u>						
Budget Authority	6	0	0	0	0	0
Estimated Outlays	8	6	3	1	1	0
<u>Administrative Expenses</u>						
Budget Authority	46	0	0	0	0	0
Estimated Outlays	45	4	0	0	0	0

SPENDING UNDER CURRENT LAW
 (Millions of Dollars, by Fiscal Year)

	1998	1999	2000	2001	2002	2003
Spending from Discretionary Appropriations						
<u>Planning & Research</u>						
Budget Authority	92	0	0	0	0	0
Estimated Outlays	89	83	44	18	9	4
<u>WMATA</u>						
Budget Authority	200	0	0	0	0	0
Estimated Outlays	208	192	141	93	48	14
<u>Interstate Transfer</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	16	6	3	0	0	0
<u>Research Training Human Res</u>						
Budget Authority	0	0	0	0	0	0
Estimated Outlays	5	2	0	0	0	0
<u>Subtotals</u>						
Budget Authority	1,046	0	0	0	0	0
Estimated Outlays	742	430	175	48	-12	-81
<u>Totals:</u>						
Budget Authority	30,732	29,686	29,686	29,686	29,686	29,686
Estimated Outlays	27,182	28,056	28,514	28,902	29,190	29,766

BASELINE SPENDING, CURRENT LAW VS HR 2400
(Millions of Dollars, FY 1998-03)

	CURRENT LAW TOTAL	H.R. 2400	H.R. 2400 OVER CURR LAW	WODI BASELINE	H.R. 2400 OVER WODI
Spending from Contract Authority					
<u>NHTSA SAFETY GRANTS - includes FHWA</u>					
Contract Authority	1,170	1,625	455	1,170	455
Estimated Outlays	1,160	1,515	355	1,113	402
<u>FHWA Motor Carrier Safety grants</u>					
Contract Authority	540	810	270	540	270
Estimated Outlays	527	758	231	504	254
<u>Federal aid subject to the ob lim</u>					
Contract Authority	142,453	161,298	18,845	142,453	18,845
Estimated Outlays	133,834	151,323	17,689	128,769	22,554
<u>Federal aid exempt from ob lim</u>					
Contract Authority	4,434	18,065	13,631	4,434	13,631
Estimated Outlays	8,488	18,866	8,378	8,488	8,378
<u>Major Capital Investment</u>					
Contract Authority	13,579	15,061	1,482	13,579	1,482
Estimated Outlays	12,112	13,304	1,192	11,826	1,478
<u>Formula Grants</u>					
Contract Authority	15,941	20,123	4,182	15,941	4,182
Estimated Outlays	14,367	11,628	(2,738)	13,560	(1,931)
<u>UTC</u>					
Budget Authority	0	24	24	0	24
Estimated Outlays	0	14	14	0	14
<u>Administrative Expenses</u>					
Budget Authority	0	208	208	0	208
Estimated Outlays	0	203	203	0	203
<u>Planning & Research</u>					
Budget Authority	0	368	368	0	368
Estimated Outlays	0	225	225	0	225
Subtotals					
Contract Authority	178,117	217,582	39,465	178,117	39,465
Estimated Outlays	170,288	195,837	25,549	164,280	31,577

*OMB - can't practice by real programs,
as is Hwy. Demo.*

BASELINE SPENDING, CURRENT LAW VS HR 2400
(Millions of Dollars, FY 1998-03)

	CURRENT LAW TOTAL	H.R. 2400	H.R. 2400 OVER CURR LAW	WODI BASELINE	H.R. 2400 OVER WODI
Spending from Discretionary Appropriations					
<u>Appalachian Development Highway System</u>					
Budget Authority	300	300	0	1,800	(1,500)
Estimated Outlays	300	300	0	1,422	(1,122)
<u>FHWA safety grants</u>					
Budget Authority	0	0	0	0	0
Estimated Outlays	5	5	0	5	0
<u>NHTSA Operations - of</u>					
Budget Authority	75	75	0	449	(374)
Estimated Outlays	181	181	(0)	509	(328)
<u>NHTSA Operations - if</u>					
Budget Authority	72	464	392	432	32
Estimated Outlays	100	444	344	416	28
<u>Miscellaneous Trust Fund expenditures</u>					
Budget Authority	0	0	0	0	0
Estimated Outlays	228	228	(0)	228	0
<u>State Infrastructure Banks</u>					
Budget Authority	0	0	0	0	0
Estimated Outlays	142	142	0	142	0
<u>Misc appropriations from the gen fund</u>					
Budget Authority	0	0	0	0	0
Estimated Outlays	470	470	(0)	470	0
<u>Next generation high speed rail</u>					
Budget Authority	20	0	(20)	120	(120)
Estimated Outlays	66	0	(66)	149	(149)
<u>Alaska railroad</u>					
Budget Authority	10	0	(10)	60	(60)
Estimated Outlays	12	0	(12)	56	(56)
<u>Rail</u>					
Budget Authority	0	558	558	0	558
Estimated Outlays	0	583	583	0	583
<u>Formula Grants</u>					
Budget Authority	240	358	118	1,440	(1,082)
Estimated Outlays	(1,187)	4,539	5,726	270	4,269
<u>UTC</u>					
Budget Authority	6	12	6	36	(24)
Estimated Outlays	19	25	6	39	(14)
<u>Administrative Expenses</u>					
Budget Authority	46	96	50	274	(176)
Estimated Outlays	50	100	50	272	(172)

BASELINE SPENDING, CURRENT LAW VS HR 2400
(Millions of Dollars, FY 1998-03)

	CURRENT LAW TOTAL	H.R. 2400	H.R. 2400 OVER CURR LAW	WODI BASELINE	H.R. 2400 OVER WODI
Spending from Discretionary Appropriations					
<u>Planning & Research</u>					
Budget Authority	92	182	90	552	(370)
Estimated Outlays	248	343	95	569	(226)
<u>WMATA</u>					
Budget Authority	200	200	0	1,200	(1,000)
Estimated Outlays	696	696	(0)	1,166	(470)
<u>Interstate Transfer</u>					
Budget Authority	0	0	0	0	0
Estimated Outlays	24	24	(0)	24	0
<u>Research, Training, Human Res.</u>					
Budget Authority	0	0	0	0	0
Estimated Outlays	7	7	0	7	0
<u>Olympics</u>					
Budget Authority	0	335	335	0	335
Estimated Outlays	0	335	335	0	335
<u>Access to Jobs</u>					
Budget Authority	0	252	252	0	252
Estimated Outlays	0	191	191	0	191
<u>Subtotals</u>					
Budget Authority	1,061	2,832	1,771	6,383	(3,531)
Estimated Outlays	1,362	8,613	7,251	5,744	2,869
<u>Totals:</u>					
Budget Authority	179,178	220,414	41,236	184,480	35,834
Estimated Outlays	171,850	204,450	32,800	170,004	34,446