

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

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

(Millions of dollars of contract authority.)

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