

**CHANGES TO H.R. 3763, AS ORDERED REPORTED BY THE  
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

**Change #1: Amends section 1414 of H.R. 3763.**

We amend section 1414(b)(1) [amending section 105(a)(2) of title 23, United States Code] to change the Highway Account and Transit Account receipt estimates for 2015 to reflect the fact that Treasury has released the unaudited year-end Highway Trust Fund tax receipts. These Treasury estimates are higher than expected. Using these Treasury estimates eliminates scoring of approximately \$800 million in additional contract authority and obligation limitation in 2017 and the corresponding outlays. Without this change, these additional outlays would bring the outlays in the bill above the CBO baseline.

**Change #2: Amends section 1414 of H.R. 3763.**

Under the calculation in section 1414(b)(1), funding levels are adjusted based on actual receipt levels. The language in the bill (H.R. 3763) as ordered reported would include the general fund transfer in 2015 that was deposited in the Highway Trust Fund pursuant to section 2002 of Public Law 114-41. The language below was added to section 1414 [adding a new paragraph (3) to section 105(a) of title 23, United States Code] to exclude the General Fund transfer in 2015 in the calculation. This change would eliminate scoring of an additional \$8 billion in contract authority and obligation limitation in 2017 and the corresponding outlays. Without this change, these additional outlays would bring the outlays in the bill above the CBO baseline.

Language added to section 1414:

“(3) TECHNICAL CORRECTION—For purposes of paragraph (1)(A), the term ‘actual level of monies deposited in that account’ shall not include funding of the Highway Trust Fund provided by section 2002 of Public Law 114-41.”

**Change #3: Amends section 3012 of H.R. 3763.**

The bill (H.R. 3763) as ordered reported in section 3012 paragraph (2) would give FTA the authority to use previously appropriated funds and lapsed funds for a new purpose. We are striking this provision. This change would eliminate scoring of an additional \$2 million in outlays in 2016, 2017, and 2018. Without this change, these outlays would be direct spending.

**Change #4:** Adds several amendatory instructions striking various Senate provisions related to transportation authorizations to establish the House’s position for a conference committee.