

Projections of Highway Trust Fund Accounts Under CBO's February 2014 Baseline
By Fiscal Years, in Billions of Dollars

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Highway Account												
Start-of-Year Balance	10	4	1	a	a	a	a	a	a	a	a	a
Revenues and Interest ^b	32	33	34	34	34	34	34	34	34	34	34	34
Intragovernmental Transfers ^c	6	10	0	0	0	0	0	0	0	0	0	0
Outlays ^d	44	46	46	46	46	46	47	47	48	48	49	49
End- of- Year Balance	4	1	a	a	a	a	a	a	a	a	a	a
Transit Account												
Start-of-Year Balance	5	2	2	a	a	a	a	a	a	a	a	a
Revenues and Interest ^b	5	5	5	5	5	5	5	5	5	5	5	5
Intragovernmental Transfers ^c	0	2	0	0	0	0	0	0	0	0	0	0
Outlays ^d	7	8	8	8	8	9	9	9	10	10	10	10
End- of- Year Balance	2	2	a	a	a	a	a	a	a	a	a	a
Memorandum												
Cumulative Shortfall ^a												
Highway Account Shortfall	n.a.	n.a.	-12	-24	-36	-48	-60	-73	-86	-100	-114	-129
Transit Account Shortfall	n.a.	n.a.	-1	-5	-8	-13	-17	-22	-27	-32	-37	-43

Notes: Details may not add to totals because of rounding.
n.a. = not applicable

a. Under CBO's baseline projections, the highway and transit accounts of the Highway Trust Fund will have insufficient revenues to meet obligations starting in fiscal year 2015. Under current law, the Highway Trust Fund cannot incur negative balances and has no authority to borrow additional funds. However, following the rules in the Deficit Control Act of 1985, CBO's baseline for highway spending incorporates the assumption that obligations incurred by the Highway Trust Fund will be paid in full. The cumulative shortfalls shown in this table are estimated on the basis of spending consistent with the obligation limitations contained in CBO's February 2014 baseline for highway and transit spending. The obligation limitations contained in CBO's baseline are projected by adjusting the 2014 limitations for inflation. The Department of Transportation has indicated that it needs at least \$4 billion in cash balances available in the highway account and at least \$1 billion in the transit account to meet obligations as they are due. As a result, under CBO's baseline projections, the highway account may have to delay some of its payments during the latter half of 2014.

b. Some of the taxes that are credited to the Highway Trust Fund are scheduled to expire on September 30, 2016. Those include taxes on certain heavy vehicles and tires and all but 4.3 cents of federal taxes levied on fuels. However, under the rules governing baseline projections, these estimates reflect the assumption that all of the expiring taxes credited to the fund continue to be collected.

c. Sections 40201 and 40251 of the Moving Ahead for Progress in the 21st Century Act (Public Law 112-140) require certain intragovernmental transfers, mostly from the general fund of the Treasury, to the Highway Trust Fund.

d. Outlays include amounts "flexed," or transferred, between the highway and transit accounts. CBO estimates that those amounts would total about \$1 billion annually.