



## CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

August 19, 1999

### **H.R. 1619** **Quinebaug and Shetucket Rivers Valley National Heritage Corridor** **Reauthorization Act of 1999**

*As ordered reported by the House Committee on Resources on August 4, 1999*

#### **SUMMARY**

H.R. 1619 would expand the boundaries of the Quinebaug and Shetucket Rivers Valley National Heritage Corridor, increase the authorization of appropriations to \$1 million in each year through 2009, and assign a management entity to oversee the corridor and to use federal funds provided under the bill.

CBO estimates that implementing H.R. 1619 would cost about \$9 million over the 2000-2009 period, assuming appropriation of the authorized amounts. Because H.R. 1619 would not affect direct spending or receipts, pay-as-you-go procedures would not apply. H.R. 1619 contains no intergovernmental mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments. H.R. 1619 would impose new federal mandates on the private sector, but CBO estimates that the direct costs of those mandates would be far below the statutory threshold established in UMRA (\$100 million in 1996, adjusted annually for inflation).

#### **ESTIMATED COST TO THE FEDERAL GOVERNMENT**

H.R. 1619 would expand the boundaries of the Quinebaug and Shetucket Rivers Valley National Heritage Corridor to include an additional town in Connecticut and nine towns in Massachusetts. The bill would transfer the authority to oversee the corridor from the Governor of Connecticut to the Quinebaug-Shetucket Heritage Corridor, Inc., a not-for-profit corporation. The bill would direct the Secretary of the Interior to enter into a compact with that corporation and would allow it to use federal funds provided under the bill.

Public Law 103-449 authorizes the appropriation of \$250,000 annually through fiscal year 2002 for the corridor. Since the authorization was first enacted in late 1994, a total of

\$800,000 has been appropriated to the National Park Service for the corridor. H.R. 1619 would increase the amount authorized to be appropriated to manage the corridor to \$1 million annually. A total of not more than \$10 million could be appropriated for the corridor after the enactment of the bill. Assuming appropriation of the authorized amounts, we estimate that additional outlays for the corridor would be \$750,000 in fiscal year 2000 and a total of about \$9 million over the 2000-2009 period.

## **ESTIMATED IMPACT ON STATE, LOCAL, AND TRIBAL GOVERNMENTS**

H.R. 1619 contains no intergovernmental mandates as defined in UMRA. Any costs to the participating states would be incurred voluntarily.

## **ESTIMATED IMPACT ON THE PRIVATE SECTOR**

This bill would impose new private-sector mandates on the Quinebaug-Shetucket Heritage Corridor, Inc., a not-for-profit corporation, which would be designated as the management entity for the Quinebaug and Shetucket Rivers Valley National Heritage Corridor. The corporation would be responsible for implementing the corridor's management plan, reporting annually on the corridor's activities to the states involved, and amending its by-laws to include the governors of Massachusetts and Connecticut on its board of directors. As the corporation currently manages the corridor under an agreement with the governor of Connecticut, CBO estimates that the incremental costs of managing the expanded corridor would be minor. The corporation currently provides an annual report on the corridor's programs to Connecticut's governor and has indicated that the cost of complying with the additional reporting requirements in the bill would be minimal. According to information provided by the corporation, the cost imposed by the mandate requiring a change in by-laws would also be small. Overall, CBO estimates that the direct costs of private-sector mandates contained in this bill would fall far below the statutory threshold established in UMRA (\$100 million in 1996, adjusted annually for inflation). In addition, those costs could be offset by federal technical assistance or the appropriation of funds for the corridor. The bill would authorize up to \$10 million for federal assistance in implementing the corridor's management plan and would direct federal agencies to provide assistance to the management entity upon request.

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