



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

March 10, 2003

H.R. 875 **Over-the-Road Bus Security and Safety Act of 2003**

*As ordered reported by the House Committee on Transportation and Infrastructure
on February 26, 2003*

SUMMARY

H.R. 875 would authorize the Secretary of Transportation to provide grants to operators of over-the-road buses for improving the security of their buses and bus terminals. (Over-the-road buses are characterized by an elevated passenger deck above a baggage compartment.) For these grants, the bill would authorize the appropriation of \$99 million for fiscal years 2003 and 2004.

CBO estimates that implementing H.R. 875 would cost \$99 million over the 2003-2007 period, assuming appropriation of the authorized amounts. Enacting H.R. 875 would not affect direct spending or receipts.

H.R. 875 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 875 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation). For this estimate, CBO assumes that H.R. 875 will be enacted in fiscal year 2003, and that the authorized amounts will be appropriated. We assume funds authorized for 2003 will be provided in a supplemental appropriation. Estimates of outlays are based on information from the Federal Transit Administration and historical spending patterns of similar programs.

	By Fiscal Year, in Millions of Dollars					
	2003	2004	2005	2006	2007	2008
CHANGES IN SPENDING SUBJECT TO APPROPRIATION						
Authorization Level	50	49	0	0	0	0
Estimated Outlays	4	35	30	25	5	0

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

H.R. 875 contains no intergovernmental or private-sector mandates as defined in UMRA and would impose no costs on state, local, or tribal governments.

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