



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

May 9, 2005

H.R. 1630 **Amtrak Reauthorization Act of 2005**

*As ordered reported by the House Committee on Transportation and Infrastructure
on April 27, 2005*

SUMMARY

H.R. 1630 would authorize the appropriation of \$6 billion over the next three years for Amtrak's capital expenses, operating costs, and certain employee benefits. Assuming appropriation of the authorized amounts, CBO estimates that implementing H.R. 1630 would cost \$6 billion over the 2006-2008 period. Enacting H.R. 1630 would not affect direct spending or revenues.

The bill contains no intergovernmental mandates as defined by the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

H.R. 1630 would impose a private-sector mandate, as defined in UMRA, on Amtrak. Based on information from Amtrak, CBO estimates that the direct costs of the mandate would fall well below the annual threshold established in UMRA (\$123 million in 2005, adjusted annually for inflation).

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 1630 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					
	2005	2006	2007	2008	2009	2010
SPENDING SUBJECT TO APPROPRIATION						
Federal Spending for Amtrak Under Current Law						
Budget Authority ^a	1,207	0	0	0	0	0
Estimated Outlays	1,207	0	0	0	0	0
Proposed Changes						
Authorization Level	0	2,000	2,000	2,000	0	0
Estimated Outlays	0	2,000	2,000	2,000	0	0
Federal Spending for Amtrak Under H.R. 1630						
Authorization Level ^a	1,207	2,000	2,000	2,000	0	0
Estimated Outlays	1,207	2,000	2,000	2,000	0	0

a. The 2005 level is the amount appropriated for that year for Amtrak.

BASIS OF ESTIMATE

For this estimate, CBO assumes that the authorized amounts will be appropriated near the beginning of each fiscal year and that outlays will follow historical trends for prior Amtrak funding. CBO expects that Amtrak spending under this bill primarily would be for short-term capital projects and operating expenses. Currently, the Secretary of Transportation makes appropriated funds immediately available to Amtrak for such expenses.

ESTIMATED IMPACT ON STATE, LOCAL, AND TRIBAL GOVERNMENTS

H.R. 1630 contains no intergovernmental mandates as defined by UMRA and would impose no costs on state, local, or tribal governments.

ESTIMATED IMPACT ON THE PRIVATE SECTOR

H.R. 1630 would impose a private-sector mandate as defined in UMRA on Amtrak. The bill would require Amtrak to submit an annual comprehensive business plan and a bimonthly supplemental report for the fiscal years 2006 through 2008 to the Secretary of Transportation and the Congress. The bimonthly supplemental report must describe the work completed to

date, any changes in the business plan, and the reasons for such changes. Amtrak has released a comprehensive business plan for fiscal years 2006-2010. Further, Amtrak submits a monthly report regarding changes in its business plan to the Congress, as required in the Consolidated Appropriations Act, 2005. Based on information from Amtrak, CBO estimates that the incremental costs of the requirements in H.R. 1630 would be negligible.

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