



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

August 5, 2015

H.R. 1613 **Federal Vehicle Repair Cost Savings Act of 2015**

*As ordered reported by the House Committee on Oversight and Government Reform
on July 22, 2015*

H.R. 1613 would encourage federal agencies to use remanufactured automobile parts to maintain federally owned vehicles if doing so would reduce costs without delaying the return of vehicles to service, or reducing the quality of vehicle performance. A remanufactured part is a part rebuilt in a factory to original specifications. CBO estimates that implementing the legislation would have no significant effect on the federal budget. Enacting the bill would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

According to information from the Government Accountability Office, the repair of federal vehicles is decentralized and each agency manages its own fleet. Currently, there is neither a mandate nor a prohibition on the use of remanufactured parts and agencies already make decisions about the use of remanufactured parts based on several factors including cost, availability, and reliability. CBO estimates that the legislation would have no significant budgetary effect because we do not expect that it would significantly change existing procedures for repairing vehicles.

H.R. 1613 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would not affect the budgets of state, local, or tribal governments.

On March 16, 2015, CBO transmitted a cost estimate for S. 565, the Federal Vehicle Repair Cost Savings Act of 2015, as ordered reported by the Senate Committee on Homeland Security and Governmental Affairs on March 4, 2015. The two pieces of legislation are similar, and the CBO cost estimates are the same.

The CBO staff contact for this estimate is Matthew Pickford. The estimate was approved by Theresa Gullo, Assistant Director for Budget Analysis.