



**CONGRESSIONAL BUDGET OFFICE  
COST ESTIMATE**

February 3, 2006

**H.R. 1631  
Rail Infrastructure Development and Expansion Act  
for the 21st Century**

*As ordered reported by the House Committee on Ways and Means on February 1, 2006*

Implementing H.R. 1631 would have no budgetary impact because its provisions were enacted as a part of H.R. 3, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59). As in that act, H.R. 1631 would authorize the appropriation of \$100 million each year over the 2006-2013 period to provide grants to public agencies for developing high-speed-rail corridors and for improving the technology for high-speed-rail systems. Provisions in H.R. 1631 that would expand the Railroad Rehabilitation and Improvement Financing program were also enacted as a part of Public Law 109-59.

On May 12, 2005, CBO transmitted a cost estimate for H.R. 1631 as ordered reported by the House Committee on Transportation and Infrastructure on April 27, 2005. In addition to the provisions described above, the Transportation Committee version of the bill also would authorize states to issue tax-exempt and tax-credit bonds to finance infrastructure for high-speed-rail transportation projects. The Joint Committee on Taxation estimated that the bond provisions would lower federal revenues, and CBO's cost estimate for that version of the legislation included those estimates.

Neither version of the legislation contains intergovernmental or private-sector mandates as defined by the Unfunded Mandates Reform Act.

The CBO staff contact for this estimate Gregory Waring. This estimate was approved by Robert A. Sunshine, Assistant Director for Budget Analysis.