



CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE

April 26, 2016

S. 2143

A bill to provide for the authority for the successors and assigns of the Starr-Camargo Bridge Company to maintain and operate a toll bridge across the Rio Grande near Rio Grande City, Texas, and for other purposes.

As ordered reported by the House Committee on Foreign Affairs on April 20, 2016

Under current law, the Starr-Camargo Bridge Company has the authority, through 2032, to operate a private toll-bridge between the United States and Mexico. S. 2143 would permanently extend the authority for the Starr-Camargo Bridge Company or its successors to operate such a bridge and to expand the number of lanes on that bridge.

The Starr-Camargo Bridge Company is privately-owned, does not receive any federal or state assistance, and does not issue any tax-exempt debt. As a result, CBO estimates that enacting S. 2143 would not affect the federal budget. Because direct spending or revenues would not be affected, pay-as-you-go procedures do not apply.

CBO estimates that enacting S. 2143 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2027.

The bill contains no intergovernmental or private-sector mandates, as defined in the Unfunded Mandates Reform Act, and would impose no costs on state, local, or tribal governments.

On February 10, 2016, CBO transmitted an estimate for S. 2143 as ordered reported by the Senate Committee on Environment and Public Works on January 20, 2016. The two versions of the legislation are identical and the CBO cost estimates for the bills are the same.

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