

At a Glance

S. 2302, America's Transportation Infrastructure Act of 2019

As reported by the Senate Committee on Environment and Public Works on August 1, 2019

By Fiscal Year, Millions of Dollars	2020	2020-2024	2020-2029
Direct Spending (Outlays)	0	705	815
Revenues ^a	0	-18	-168
Increase or Decrease (-) in the Deficit	0	723	983
Spending Subject to Appropriation (Outlays)	31	147,485	273,924
Statutory pay-as-you-go procedures apply?	Yes	Mandate Effects	
Increases on-budget deficits in any of the four consecutive 10-year periods beginning in 2030?	< \$5 billion	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No

a. Estimate provided by the staff of the Joint Committee on Taxation.

The bill would

- Provide \$287 billion in contract authority for the Federal-Aid Highway Program over the 2021-2025 period
- Cancel an \$8 billion rescission in the Federal-Aid Highway Program currently scheduled for 2020
- Authorize \$284 billion in obligation limitations for the Federal-Aid Highway Program over the 2021-2025 period
- Authorize appropriations for other transportation-related projects and activities

Estimated budgetary effects would primarily stem from

- Spending of amounts authorized in the bill
- Increases in the rate at which previously provided funds are spent within the Federal-Aid Highway Program
- Decreases in revenues because of states' increased use of tax-exempt bonds

Areas of significant uncertainty include

- Estimating the number of states that would exchange federal funding for one transportation program to participate in another, and estimating the amounts of funding those exchanges would involve

Detailed estimate begins on the next page.



Bill Summary

S. 2302 would provide budget authority for the Department of Transportation (DOT) to continue operating the Federal-Aid Highway Program, which is funded from the Highway Trust Fund, over the 2021-2025 period. The bill also would authorize the appropriation of funds for certain other transportation programs administered by DOT, the Environmental Protection Agency, the Department of the Interior, the Forest Service, and other agencies.

Estimated Federal Cost

The estimated budgetary effect of S. 2302 is shown in Table 1. The costs of the legislation fall within budget functions 300 (natural resources and environment), 400 (transportation), and 450 (community and regional development).

Basis of Estimate

For this estimate, CBO assumes that S. 2302 will be enacted near the end of 2019 and that the authorized amounts will be provided for each year beginning in fiscal year 2020. Outlays are based on the historical rate of spending for the affected programs.

Background

The Federal-Aid Highway Program is an umbrella term for the separate highway programs administered by DOT's Federal Highway Administration. Those programs are almost entirely focused on highway construction, and generally do not support operations (such as state employee salaries or fuel costs) or routine maintenance (such as mowing roadway fringes or filling potholes). Historically, the program has been funded by contract authority (a mandatory form of budget authority) provided in multi-year authorizations but most outlays of that contract authority have been controlled by obligation limitations provided in annual appropriations and have therefore been classified as discretionary.¹ Some outlays of that contract authority have been specifically exempt from obligation limitations and are therefore classified as mandatory.

Following the rules in the Balanced Budget and Emergency Deficit Control Act of 1985 for constructing the baseline, CBO's baseline incorporates the assumption that the amount of contract authority provided in the last year of the Federal-Aid Highway Program's authorization continues in each subsequent year. Therefore, CBO's estimates for authorizing legislation containing contract authority as well as the outlays from contract authority that is exempt from obligation limitations are relative to amounts in its baseline projections.

1. For more information on the split budgetary classification of surface transportation programs funded from the Highway Trust Fund see Congressional Budget Office, *The Highway Trust Fund and the Treatment of Surface Transportation Programs in the Federal Budget* (June 2014), www.cbo.gov/publication/45416.



**Table 1.
Estimated Budgetary Effects of S. 2302**

	By Fiscal Year, Millions of Dollars										2020-2024	2020-2029	
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029			
Increases in Direct Spending													
Contract Authority Subject to Obligation Limitations ^a													
Estimated Contract Authority ^b	7,569	15,591	16,686	17,869	19,133	20,307	20,307	20,307	20,307	20,307	76,848	178,383	
Estimated Outlays	0	0	0	0	0	0	0	0	0	0	0	0	
Balance Exchanges													
Contract Authority	0	0	0	0	0	0	0	0	0	0	0	0	
Estimated Outlays	0	140	270	195	100	50	40	20	0	0	705	815	
Total Changes													
Estimated Contract Authority	7,569	15,591	16,686	17,869	19,133	20,307	20,307	20,307	20,307	20,307	76,848	178,383	
Estimated Outlays	0	140	270	195	100	50	40	20	0	0	705	815	
Decreases in Revenues													
Estimated Revenues	0	*	-2	-5	-11	-18	-26	-32	-36	-38	-18	-168	
Net Increase in the Deficit From Changes in Direct Spending and Revenues													
Estimated Effect on the Deficit	0	140	272	200	111	68	66	52	36	38	723	983	
Increases in Spending Subject to Appropriation													
Obligation Limitations for the Federal-Aid Highway Program													
Obligation Limitations ^c	0	54,388	55,483	56,666	57,930	59,104	0	0	0	0	224,467	283,571	
Estimated Outlays	0	13,597	36,170	45,073	48,758	51,977	39,606	16,781	8,626	6,334	143,598	266,922	
Other Authorized Programs													
Estimated Authorization	197	1,384	1,427	1,434	1,461	1,382	1	1	1	1	5,903	7,289	
Estimated Outlays	31	425	951	1,185	1,292	1,345	957	442	227	142	3,885	6,998	
Total Changes													
Estimated Budgetary Resources	197	55,772	56,910	58,100	59,391	60,486	1	1	1	1	230,370	290,860	
Estimated Outlays	31	14,025	37,121	46,258	50,051	53,322	40,563	17,223	8,854	6,476	147,485	273,924	

Sources: Congressional Budget Office; staff of the Joint Committee on Taxation.

Components may not sum to totals because of rounding; * = between -\$500,000 and zero.

- a. The Congress and the Administration agree that the Federal-Aid Highway Program has a unique budgetary treatment: Authorizing laws provide the program with contract authority (the authority to obligate funds in advance of an appropriation act) but outlays of that authority are generally considered discretionary because they are controlled by obligation limitations in an annual appropriation act. (Obligation limitations are provisions of a law or legislation that restrict or reduce the availability of budget authority that would have become available under another law.) A portion of the program's contract authority is exempt from those limitations (both under current law and under S. 2302) and therefore results in mandatory outlays.
- b. Consistent with rules in the Balanced Budget and Emergency Deficit Control Act of 1985, CBO assumes that the mandatory budget authority provided in 2025, the final year of the bill's authorization, would continue indefinitely. See Table 2 for more details on the change in contract authority under S. 2302 relative to CBO's baseline projections.
- c. The Deficit Control Act does not require CBO to extend amounts authorized to be appropriated beyond the expiration date of such an authorization. Consequently, CBO has not estimated obligation limitations beyond 2025.



However, the Deficit Control Act does not require CBO to extend expiring authorizations of appropriations. Consequently, CBO does not project obligation limitations and the associated discretionary spending beyond the period of authorization included in proposed legislation.

Direct Spending

Relative to the amounts projected in its baseline, CBO estimates that enacting S. 2302 would increase mandatory budget authority by \$178 billion and mandatory outlays by \$0.8 billion over the 2020-2029 period.

Contract Authority Subject to Obligation Limitations. S. 2302 would provide contract authority for the Federal-Aid Highway Program over the 2020-2025 period. The change in contract authority under S. 2302 relative to CBO's baseline is displayed in Table 2 and described below. Because of the program's split budgetary classification, most outlays stemming from that authority are classified as discretionary; a small amount is classified as mandatory.

The Fixing America's Surface Transportation (FAST) Act, the most recent authorization for surface transportation, expires at the end of 2020. Consistent with requirements in the Deficit Control Act, CBO's baseline projections include the assumption that the amount of contract authority in 2020 continues at the same level in each subsequent year, including a scheduled \$8 billion rescission of contract authority in 2020. (A rescission is a withdrawal of unexpired authority to incur financial obligations that was provided previously in law.) Accordingly, CBO's May 2019 baseline projects that net contract authority over the 2020-2029 period would total \$395 billion; \$388 billion of that amount is subject to obligation limitations.

S. 2302 would cancel the \$8 billion rescission scheduled to occur in 2020. Thus, CBO estimates that relative to the baseline, contract authority for the Federal-Aid Highway Program would increase by about \$76 billion over the 2020-2029 period.

In addition, S. 2302 would provide \$284 billion in contract authority that is subject to obligation limitations for the Federal-Aid Highway Program over the 2021-2025 period. Consistent with the Deficit Control Act, CBO estimates that the mandatory budget authority of nearly \$60 billion that would be provided in 2025 (the final year of its authorization) under S. 2302 would continue indefinitely.

CBO estimates that the amounts that would be provided by the bill for contract authority subject to obligation limitations over the 2020-2029 period is \$178 billion more than projected in CBO's baseline. (Because the contract authority provided in the bill that is exempt from obligation limitations would be equal to the amount projected in CBO's baseline over the 2020-2029 period, there would be no cost relative to that baseline.)



**Table 2.
Contract Authority Subject to Obligation Limitations for the Federal-Aid Highway Program Provided by S. 2302 Relative to CBO's Baseline**

	By Fiscal Year, Millions of Dollars										2020-2024	2021-2025	2020-2029
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029			
Contract Authority in CBO's Baseline^a													
Contract Authority Under the Fast Act	46,366	0	0	0	0	0	0	0	0	0	46,366	46,366	46,366
Rescission Under the FAST Act	-7,569	0	0	0	0	0	0	0	0	0	-7,569	-7,569	-7,569
Contract Authority Assumed in CBO's Baseline	<u>0</u>	<u>38,797</u>	<u>155,188</u>	<u>155,188</u>	<u>349,173</u>								
Total Contract Authority	38,797	38,797	38,797	38,797	38,797	38,797	38,797	38,797	38,797	38,797	193,985	193,985	387,970
Contract Authority Under S. 2302													
Contract Authority	46,366	54,388	55,483	56,666	57,930	59,104	0	0	0	0	270,833	283,571	329,937
Contract Authority Assumed to Continue	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>59,104</u>	<u>59,104</u>	<u>59,104</u>	<u>59,104</u>	<u>0</u>	<u>0</u>	<u>236,416</u>
Total Contract Authority	46,366	54,388	55,483	56,666	57,930	59,104	59,104	59,104	59,104	59,104	270,833	283,571	566,353
Increase in Contract Authority Under S. 2302 Compared to CBO's Baseline													
Increase in Contract Authority^b	7,569	15,591	16,686	17,869	19,133	20,307	20,307	20,307	20,307	20,307	76,848	89,586	178,383

Components may not sum to totals because of rounding; FAST Act = Fixing America's Surface Transportation Act.

The bill also would authorize about \$3 billion in contract authority exempt from obligation limitations over the 2021-2025 period. Those amounts are equal to amounts assumed in CBO's baseline over that period.

a. Following the rules in the Balanced Budget and Deficit Control Act of 1985, CBO's baseline incorporates the assumption that the amount of contract authority provided in the last year of the Federal-Aid Highway Program's authorization continues in each subsequent year. Under the FAST Act, the current surface transportation authorization, contract authority is provided for the Federal-Aid Highway Program through 2020. S. 2302 would provide that authority through 2025.

b. This line is the same as the line "Contract Authority Subject to Obligation Limitations" in Table 1.

Balance Exchanges. Until 2014, the federal government provided contract authority to the 13 Appalachian states to fund the Appalachian Development Highway System (ADHS). Most of those states still have balances for those purposes.

Section 1123 would create the Balance Exchanges for Infrastructure program. Under the program, Appalachian states that do not plan to use all of their remaining balances of ADHS contract authority could exchange their balances in return for an equal amount of contract authority that could be used for a wider range of transportation projects. The funding would



come from unobligated balances within DOT's Transportation Infrastructure Finance and Innovation Act (TIFIA) program. States that chose not to return their balances could apply for grants (funded from ADHS balances returned by other states) to fund ADHS-related projects.

Given the amount of unobligated balances remaining in the ADHS and TIFIA programs and the likelihood of a state's participation in the Balance Exchanges program, CBO estimates that six of the 13 states with large ADHS balances would choose to return a total of about \$450 million in contract authority in exchange for an equal amount of funding from the TIFIA program. Two other states would probably apply for and receive a total of about \$375 million from the returned ADHS balances.

CBO estimates that in total enacting this provision would increase outlays—by \$815 million—from contract authority provided in previous authorization acts that would not otherwise have been spent over the 2020-2029 period.

Revenues

S. 2302 would reauthorize the State Infrastructure Bank program through 2025. States use infrastructure banks to finance transportation projects by lending money to local governments or by repaying bonds.

As under current law, S. 2302 would allow states to deposit some of the funds apportioned and allocated to the state from the Federal-Aid Highway Program into state infrastructure banks. S. 2302 would increase such funding to states, so more would be available, relative to CBO's baseline, for such deposits.

The staff of the Joint Committee on Taxation estimates that enacting this provision would increase the states' use of tax-exempt bonds and therefore decrease federal revenues by \$168 million over the 2020-2029 period.

Spending Subject to Appropriation

Assuming appropriation of the specified and necessary amounts, CBO estimates that implementing S. 2302 would cost \$274 billion over the 2020-2029 period (see Table 3). That amount includes spending from the Highway Trust Fund as well as spending on programs operated by DOT or other federal agencies.

Obligation Limitations for the Federal-Aid Highway Program. Historically, the contract authority provided in transportation legislation has been controlled by limitations on obligations contained in annual appropriation acts. CBO expects that practice would continue under the provisions of S. 2302. The bill would authorize obligation limitations totaling \$284 billion over the 2020-2029 period. CBO estimates that obligating amounts equal to those limitations would result in outlays of \$267 billion over the 2020-2029 period.



**Table 3.
Estimated Increases in Spending Subject to Appropriation Under S. 2302**

	By Fiscal Year, Millions of Dollars										2020- 2024	2020- 2029
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029		
Obligation Limitations for the Federal-Aid Highway Program												
Obligation Limitation	0	54,388	55,483	56,666	57,930	59,104	0	0	0	0	224,467	283,571
Estimated Outlays	0	13,597	36,170	45,073	48,758	51,977	39,606	16,781	8,626	6,334	143,598	266,922
Bridge Investment Program												
Authorization	0	600	640	650	675	700	0	0	0	0	2,565	3,265
Estimated Outlays	0	150	406	515	561	605	464	196	100	74	1,632	3,071
Tribal Transportation												
Authorization	0	380	382	384	386	388	0	0	0	0	1,532	1,920
Estimated Outlays	0	117	269	322	342	357	245	97	50	35	1,050	1,834
Appalachian Regional Commission												
Authorization	0	180	180	180	180	180	0	0	0	0	720	900
Estimated Outlays	0	20	67	115	148	171	160	113	65	32	350	891
Diesel Emissions Reduction												
Authorization	100	100	100	100	100	0	0	0	0	0	500	500
Estimated Outlays	25	85	100	100	100	75	15	0	0	0	410	500
Emissions Capture and Utilization												
Estimated Authorization	87	1	2	2	2	1	1	1	1	1	94	99
Estimated Outlays	3	3	20	22	23	20	3	2	2	1	71	99
Legacy Roads and Trails Remediation												
Authorization	0	50	50	50	50	50	0	0	0	0	200	250
Estimated Outlays	0	34	45	50	50	50	16	5	0	0	179	250
Invasive Plant Elimination												
Authorization	0	50	50	50	50	50	0	0	0	0	200	250
Estimated Outlays	0	5	25	40	50	50	45	25	10	0	120	250
Pilot Programs												
Authorization	0	13	13	13	13	13	0	0	0	0	52	65
Estimated Outlays	0	5	9	12	13	13	8	4	1	0	39	65
Alaska Highway												
Estimated Authorization	10	10	10	5	5	0	0	0	0	0	40	40
Estimated Outlays	3	7	10	9	6	4	1	0	0	0	35	40
Total Changes												
Estimated Budgetary Resources	197	55,772	56,910	58,100	59,391	60,486	1	1	1	1	230,370	290,860
Estimated Outlays	31	14,025	37,121	46,258	50,051	53,322	40,563	17,223	8,854	6,476	147,485	273,924

Components may not sum to totals because of rounding.



Bridge Investment Program. In addition to contract authority provided from the Highway Trust Fund, section 1101 would authorize the appropriation of about \$3.3 billion for DOT to implement the proposed Bridge Investment Program. CBO estimates that implementing this provision would cost \$3.1 billion over the 2020-2029 period.

Tribal Transportation. Over the 2021-2025 period, section 1101 also would authorize the appropriation of \$300 million annually for the Nationally Significant Federal Lands and Tribal Projects Program, section 1130 would authorize the appropriation of \$30 million annually for the Tribal High Priority Projects Program, and section 4005 would authorize appropriations totaling \$270 million for the Bureau of Indian Affairs' road maintenance program. The bill also would authorize the appointment of a new Assistant Secretary for Tribal Government Affairs within the Department of the Interior to oversee road maintenance and other tribal transportation activities. CBO estimates that implementing those provisions would cost \$1.8 billion over the 2020-2029 period.

Appalachian Regional Commission. Section 1506 would authorize the appropriation of \$180 million a year over the 2021-2025 period for the Appalachian Regional Commission. CBO estimates that implementing the provision would cost \$891 million over the 2020-2029 period.

Diesel Emissions Reduction. Section 1408 would authorize the appropriation of \$100 million annually over the 2020-2024 period for the Environmental Protection Agency to provide grants and rebates for projects and state programs that reduce emissions from diesel engines. In 2019, \$87 million was appropriated for those purposes. CBO estimates that implementing section 1408 would cost \$500 million over the 2020-2029 period.

Emissions Capture and Utilization. Section 1406 would authorize the appropriation of \$85 million for the Environmental Protection Agency to support research and development on advanced technologies to capture carbon dioxide (CO₂) from the atmosphere for permanent storage or for use in commercial products or processes. CBO estimates that implementing this provision would cost \$85 million over the 2020-2029 period.

Section 1406 aims to expedite the review and permitting for infrastructure projects to capture or transport CO₂. The Council on Environmental Quality would be required to support the expansion of CO₂ storage projects and infrastructure by issuing new guidance and reports and by establishing new task forces. CBO estimates that implementing those provisions would cost \$14 million over the 2020-2029 period.

Legacy Roads and Trails Remediation. Section 1504 would authorize the appropriation of \$50 million annually over the 2021-2025 period for the Forest Service to provide critical maintenance, urgent repairs, and improvements to National Forest System roads, trails, and bridges. CBO estimates that implementing this section would cost \$250 million over the 2020-2029 period.



Invasive Plant Elimination. Section 1528 would authorize the appropriation of \$50 million annually over the 2021-2025 period for DOT to provide grants to states to eliminate or control invasive plants in areas adjacent to highways, railroads, or other surface transportation routes. CBO estimates the implementing the section would cost \$250 million over the 2020-2029 period.

Pilot Programs. S. 2302 would authorize appropriations for three pilot programs over the 2021-2025 period. Section 1502 would authorize the appropriation of \$5 million annually for construction grants to local governments for infrastructure designed to increase pedestrian safety near roadways, section 3004 would authorize the appropriation of \$5 million annually for DOT to implement a program to research emerging transportation technologies, and section 3003 would authorize the appropriation of \$2.5 million annually for DOT to better integrate data from DOT, the National Weather Service, and other sources to provide real-time information on roadway conditions during severe weather events. CBO estimates that implementing those provisions would cost \$65 million over the 2020-2029 period.

Alaska Highway. Section 1117 would authorize the use of competitive DOT grants to restore part of the Alaska Highway. Under current law, only amounts apportioned to Alaska from the Federal-Aid Highway Program can be used to fund that infrastructure.

CBO expects that Alaska would apply for discretionary grants to supplement funding from the Federal-Aid Highway Program to complete the current restoration initiative. Using information from the federal Department of Transportation and the State of Alaska, CBO estimates that implementing the section would cost \$40 million over the 2020-2029 period.

Status of the Highway Trust Fund Under S. 2302

In its May 2019 baseline, CBO projected a cumulative shortfall of \$53 billion in the highway account of the Highway Trust Fund at the end of 2025.² That is the amount by which revenues credited to the fund are projected to fall short of outlays, given the authorized and projected spending authority.

The obligation limitations authorized in S. 2302 for the Federal-Aid Highway Program exceed those in CBO's May 2019 baseline by about \$38 billion.

As a result, CBO estimates that the cumulative shortfall at the end of 2025 in the highway account of the Highway Trust Fund under S. 2302 would be about \$80 billion (see Table 4). The bill would not affect revenues credited to the fund. Consistent with the scoring conventions for all discretionary programs, those estimates reflect the assumption that the pace of spending under S. 2302 would not be affected by the shortfall in the Highway Trust Fund.

2. See Congressional Budget Office, Details About Baseline Projections for Selected Programs, "Highway Trust Fund Accounts—May 2019 Baseline," (May 20, 2019), <https://go.usa.gov/xVAAT>.



Table 4.
Estimated Spending From the Highway Account of the Highway Trust Fund Under S. 2302

	By Fiscal Year, Millions of Dollars						2020-2025
	2020	2021	2022	2023	2024	2025	
Start-of-Year Balance	23,542	13,518	303	a	a	a	a
Revenues and Interest ^b	37,739	37,282	36,955	36,762	36,650	36,560	221,949
Outlays	46,763	49,498	53,357	55,391	56,560	57,941	319,510
End-of-Year Balance ^c	13,518	303	a	a	a	a	
Memorandum:							
Shortfall ^a	n.a.	n.a.	-17,099	-19,629	-20,910	-22,381	-80,019

Components may not sum to totals because of rounding; n.a. = not applicable.

Outlays, revenues, and interest projections are relative to CBO's May 2019 baseline.

- a. Under current law, the Highway Trust Fund cannot incur negative balances. However, following the rules in the Balanced Budget and Emergency Deficit Control Act of 1985 for constructing the baseline, this estimate for surface transportation spending incorporates the assumption that obligations presented to the Highway Trust Fund will be paid in full. The memorandum to this table shows the shortfall of fund balances, assuming spending amounts consistent with CBO's estimate for S. 2302 for the Federal-Aid Highway Program and CBO's May 2019 baseline for the National Highway Traffic Safety Administration and Federal Motor Carrier Safety Administration programs that are part of the Highway Account of the Highway Trust Fund.
- b. Some of the taxes that are credited to the Highway Trust Fund are scheduled to expire on September 30, 2022, including the taxes on tires and all but 4.3 cents of the federal tax on motor fuels. However, under the rules in the Deficit Control Act for constructing the baseline, this estimate incorporates the assumption that all of the expiring taxes credited to the fund will continue to be collected after fiscal year 2022.
- c. End-of-year balances reflect amounts transferred from the trust fund's highway account to its transit account—in 2018, \$1.6 billion. CBO estimates that those transfers will equal \$1 billion annually over the 2020-2025 period.

Uncertainty

CBO's estimate of the number of states that would participate in the proposed Balance Exchange for Infrastructure program and the amounts those states would choose to exchange is uncertain. The cost of the provision could differ from CBO's estimate if the number of states was higher or lower than CBO estimates, or if the amount of funds that participating states exchanged were greater or less than CBO estimates.

Pay-As-You-Go Considerations

The Statutory Pay-As-You-Go Act of 2010 establishes budget-reporting and enforcement procedures for legislation affecting direct spending or revenues. The net changes in outlays and revenues that are subject to those pay-as-you-go procedures are shown in Table 5.



**Table 5.
CBO’s Estimate of the Statutory Pay-As-You-Go Effects of S. 2302, as reported by the Senate Committee on Environment and Public Works on August 1, 2019**

	By Fiscal Year, Millions of Dollars										2020-2024	2020-2029
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029		
	Net Increase in the Deficit											
Pay-As-You-Go Effects	0	140	272	200	111	68	66	52	36	38	723	983
Memorandum:												
Changes in Outlays	0	140	270	195	100	50	40	20	0	0	705	815
Changes in Revenues	0	0	-2	-5	-11	-18	-26	-32	-36	-38	-18	-168

Increase in Long-Term Deficits

CBO estimates that enacting S. 2302 would not increase on-budget deficits by more than \$5 billion in any of the four consecutive 10-year periods beginning in 2030.

Mandates: None.

Previous CBO Estimate

On May 6, 2019, CBO transmitted [a cost estimate for S. 383](#), the USE IT Act, as ordered reported by the Senate Committee on Environment and Public Works on April 10, 2019. Section 1406 of S. 2302 is similar to S. 383 and CBO’s estimated cost of enacting those provisions is the same.

On April 26, 2019 CBO released [a cost estimate for S. 747](#), the Diesel Emissions Reduction Act of 2019, as ordered reported by the Senate Committee on Environment and Public Works on April 10, 2019. Sec. 1408 of S. 2302 is similar to S. 747 and CBO’s estimated cost of enacting those provisions is the same.

Estimate Prepared By

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