

S. 2805, TOD Advancement Act of 2019

As ordered reported by the Senate Committee on Commerce, Science, and Transportation on November 13, 2019

By Fiscal Year, Millions of Dollars	2020	2020-2024	2020-2029
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	*	*	*
Statutory pay-as-you-go procedures apply?	No	Mandate Effects	
Increases on-budget deficits in any of the four consecutive 10-year periods beginning in 2030?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No
* = between zero and \$500,000.			

S. 2805 would authorize the Department of Transportation (DOT) to provide loans and loan guarantees under the Railroad Rehabilitation and Improvement Financing program (RRIF) for certain economic development projects tangentially related to passenger rail services for an additional two years through December 4, 2021. The bill also would require DOT to report to the Congress semiannually on the number of applications received and the number of loans issued for such economic development projects.

Using information from DOT on the number of RRIF applications received for such economic development projects in recent years, CBO estimates that implementing S. 2805 would cost less than \$500,000 over the 2020-2024 period. Any such spending would be subject to the availability of appropriated funds.

The CBO staff contact for this estimate is Robert Reese. The estimate was reviewed by H. Samuel Papenfuss, Deputy Assistant Director for Budget Analysis.