

H.R. 2367, Truck Parking Safety Improvement Act

As ordered reported by the House Committee on Transportation and Infrastructure on May 23, 2023

By Fiscal Year, Millions of Dollars	2023	2023-2028	2023-2033
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	0	595	755
Increases <i>net direct spending</i> in any of the four consecutive 10-year periods beginning in 2034?	No	Statutory pay-as-you-go procedures apply? No	
		Mandate Effects	
Increases <i>on-budget deficits</i> in any of the four consecutive 10-year periods beginning in 2034?	No	Contains intergovernmental mandate? No	
		Contains private-sector mandate? No	

H.R. 2367 would authorize the appropriation of specific amounts, totaling \$755 million over the 2024-2026 period, for the Department of Transportation to provide competitive grants to build or improve public parking facilities for commercial motor vehicles.

Using historical spending patterns for similar transportation grants, CBO estimates that implementing the bill would cost \$595 million over the 2023-2028 period and \$160 million after 2028, assuming appropriation of the authorized amounts.

The costs of the legislation, detailed in Table 1, fall within budget function 400 (transportation).

Table 1.
Estimated Increases in Spending Subject to Appropriation Under H.R. 2367

	By Fiscal Year, Millions of Dollars						2023-2028
	2023	2024	2025	2026	2027	2028	
Authorization	0	175	260	320	0	0	755
Estimated Outlays	0	10	30	130	195	230	595

See also

[CBO's Cost Estimates Explained](#), [CBO Describes Its Cost-Estimating Process](#), [Glossary](#)



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

A handwritten signature in black ink, appearing to read "Phillip L. Swagel".

Phillip L. Swagel
Director, Congressional Budget Office