| H.R. 1752, E-BRIDGE Act As ordered reported by the House Committee on Transportation and Infrastructure on July 27, 2023 | | | | | | | | | | |
|--|------|--|--------------|-----------|--|--|--|--|--|--|
| By Fiscal Year, Millions of Dollars | 2023 | 2023-2028 | 2023-203 | 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 | 43 | not estimate | d | | | | | | |
| Increases net direct spending in | | Statutory pay-as-you-go procedures apply? No | | | | | | | | |
| any of the four consecutive 10-year periods beginning in 2034? | No | Mandate Effects | | | | | | | | |
| Increases <i>on-budget deficits</i> in any of the four consecutive 10-year | No | Contains intergovernmental ma | indate? | No | | | | | | |
| periods beginning in 2034? | 110 | Contains private-sector manda | te? | No | | | | | | |

H.R. 1752 would authorize the Economic Development Administration (EDA) to award grants for high-speed broadband projects to public-private partnerships and consortiums, and would allow grant recipients to use in-kind donations, such as real property, to meet cost-sharing requirements.

CBO expects that those changes would increase the number of broadband projects eligible for EDA funding and accelerate their approval by the agency.

Using information from the EDA, CBO estimates that about 6 additional broadband projects would be eligible in 2024 under the bill, at an average cost of about \$1.5 million per project, with the number of projects growing to 15 in 2028. After accounting for anticipated inflation in project costs and the historical lag between the approval of a project and the grants being disbursed, CBO estimates that implementing the bill would cost \$43 million over the 2023-2028 period for newly qualifying projects, assuming appropriation of the estimated amounts. (In 2022, the EDA approved \$65 million in broadband projects.)

The costs of the legislation, detailed in Table 1, fall within budget function 450 (community and regional development).

H.R. 1752, as ordered reported by the House Committee on Transportation and Infrastructure

| Table 1. |
|--|
| Estimated Increases in Spending Subject to Appropriation Under H.R. 1752 |

| | By Fiscal Year, Millions of Dollars | | | | | | |
|---|-------------------------------------|------|---------|---------|----------|----------|-----------|
| | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2023-2028 |
| Estimated Authorization Estimated Outlays | 0 0 | 10 | 18 2 | 26 7 | 29 14 | 31 20 | 114 43 |

^{* =} between zero and \$500,000.

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

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