



## CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

July 3, 2003

### **H.R. 2572** **Amtrak Reauthorization Act of 2003**

*As ordered reported by the House Committee on Transportation and Infrastructure  
on June 25, 2003*

#### **SUMMARY**

H.R. 2572 would authorize the appropriation of \$6 billion over the next three years for Amtrak's capital expenses, operating costs, and certain employee benefits. Assuming appropriation of the authorized amounts, CBO estimates that implementing H.R. 2572 would cost \$6 billion over the 2004-2006 period. Enacting H.R. 2572 would not affect direct spending or receipts.

The bill contains no intergovernmental mandates as defined by the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

H.R. 2572 would impose private-sector mandates as defined in UMRA on Amtrak, established under the name of the National Railroad Passenger Corporation. Based on information from Amtrak, CBO estimates that the direct costs of those mandates would fall well below the annual threshold established in UMRA (\$117 million in 2003, adjusted annually for inflation).

#### **ESTIMATED COST TO THE FEDERAL GOVERNMENT**

The estimated budgetary impact of H.R. 2572 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					
	2003	2004	2005	2006	2007	2008
<b>SPENDING SUBJECT TO APPROPRIATION</b>						
Spending Under Current Law						
Budget Authority <sup>a</sup>	1,043	0	0	0	0	0
Estimated Outlays	1,085	17	10	4	0	0
Proposed Changes						
Authorization Level	0	2,000	2,000	2,000	0	0
Estimated Outlays	0	2,000	2,000	2,000	0	0
Spending Under H.R. 2572						
Authorization Level <sup>a</sup>	1,043	2,000	2,000	2,000	0	0
Estimated Outlays	1,085	2,017	2,010	2,004	0	0

a. The 2003 level is the amount appropriated for that year for Amtrak.

## **BASIS OF ESTIMATE**

For this estimate, CBO assumes that the authorized amounts will be appropriated near the beginning of each fiscal year and that outlays will follow historical trends for similar Amtrak activities. CBO expects that Amtrak spending under this bill primarily would be for short-term capital projects and operating expenses. Currently, the Secretary of Transportation makes appropriations immediately available to Amtrak for such expenses.

## **ESTIMATED IMPACT ON STATE, LOCAL, AND TRIBAL GOVERNMENTS**

H.R. 2572 contains no intergovernmental mandates as defined by UMRA and would impose no costs on state, local, or tribal governments.

## **ESTIMATED IMPACT ON THE PRIVATE-SECTOR**

H.R. 2572 would impose private-sector mandates as defined in UMRA on Amtrak. The bill would require Amtrak to submit an annual comprehensive business plan and a bimonthly supplemental report for the fiscal years 2004 through 2006 to the Secretary of Transportation and to the Congress. The bimonthly supplemental report must describe the work completed to date, any changes in the business plan, and the reasons for such changes. Amtrak has

released a comprehensive business plan for fiscal years 2004-2008. Furthermore, Amtrak submits a monthly report regarding changes in Amtrak's business plan to Congress as required in the Consolidated Appropriations Resolution, 2003. Based on information from Amtrak, CBO estimates that the incremental costs of the requirements in H.R. 2572 would fall well below the annual threshold established in UMRA (\$117 million in 2003, adjusted annually for inflation).

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