



# CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

April 15, 2009

## **H.R. 1747** **Great Lakes Icebreaker Replacement Act**

*As ordered reported by the House Committee on Transportation and Infrastructure  
on April 2, 2009*

### **SUMMARY**

H.R. 1747 would authorize the appropriation of \$153 million to construct an icebreaker ship for the Coast Guard to use on the Great Lakes. Assuming appropriation of the authorized amount, CBO estimates that implementing H.R. 1747 would cost \$135 million over the 2010-2014 period. Enacting the legislation would not affect direct spending or revenues.

H.R. 1747 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

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

The estimated budgetary impact of H.R. 1747 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					2010- 2014
	2010	2011	2012	2013	2014	
<b>CHANGES IN SPENDING SUBJECT TO APPROPRIATION</b>						
Authorization Level	153	0	0	0	0	0
Estimated Outlays	18	38	34	28	17	135

## **BASIS OF ESTIMATE**

For this estimate, CBO assumes H.R. 1747 will be enacted late in fiscal year 2009 and that the entire amount authorized by the bill will be appropriated in fiscal year 2010. The outlay estimate is based on historical spending patterns for similar Coast Guard acquisitions. The icebreaker Mackinaw, commissioned in 2006 for use on the Great Lakes, took about six years to build. CBO assumes that the new icebreaker would require the same length of time to complete.

## **INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT**

H.R. 1747 contains no intergovernmental or private-sector mandates as defined in UMRA and would impose no costs on state, local, or tribal governments.

## **ESTIMATE PREPARED BY:**

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