



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

August 25, 2009

H.R. 3246 **Advanced Vehicle Technology Act of 2009**

*As ordered reported by the House Committee on Science and Technology
on July 29, 2009*

SUMMARY

H.R. 3246 would authorize appropriations totalling \$2.85 billion over the 2010-2014 period for the Department of Energy (DOE) to support research activities to reduce the use of vehicle fuels that generate high emissions. Assuming appropriation of the authorized amounts, CBO estimates that implementing the legislation would cost \$2.43 billion over the 2010-2014 period and \$423 million after 2014. Enacting the legislation would not affect direct spending or revenues.

H.R. 3246 contains no intergovernmental or private-sector mandates as defined by 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. 3246 is shown in the following table. The costs of this legislation fall within budget function 250 (general science, space, and technology).

	By Fiscal Year, in Millions of Dollars					2010-
	2010	2011	2012	2013	2014	2014
CHANGES IN SPENDING SUBJECT TO APPROPRIATION						
Title I: R&D for Passenger and Commercial Vehicles						
Authorization Level	350	350	350	350	350	1,750
Estimated Outlays	161	301	336	350	350	1,498
Title II: R&D for Medium- and Heavy-duty Vehicles						
Authorization Level	200	210	220	230	240	1,100
Estimated Outlays	92	177	205	223	233	930
Total Changes						
Authorization Level	550	560	570	580	590	2,850
Estimated Outlays	253	478	541	573	583	2,428
Note: R&D = Research and Development.						

BASIS OF ESTIMATE

For this estimate, CBO assumes that H.R. 3246 will be enacted near the end of fiscal year 2009 and that the entire amounts authorized will be appropriated for each fiscal year. Estimated outlays are based on historical spending patterns for DOE research and development programs.

Title I would authorize the appropriation of \$1.75 billion over the 2010-2014 period to support the development of technologies that would improve fuel efficiency, promote the use of alternative fuels, and optimize traffic flow for passenger and commercial vehicles. Of that amount, \$115 million would be used to construct facilities where new technologies would be tested.

Title II would authorize the appropriation of \$1.1 billion over the 2010-2014 period to support a similar research and development program for medium- and heavy-duty vehicles. Of that amount, \$60 million would be used to support a pilot program to transfer new technologies between the on-road and off-road vehicle sectors. Title II also would establish a grant program to fund research that would improve the efficiency of freight vehicles. Finally, Title II would require the Secretary of Energy to appoint a program director to oversee research and development activities for medium- and heavy-duty vehicles.

Based on information from DOE, CBO estimates that implementing H.R. 3246 would cost \$2.43 billion over the 2010-2014 period and \$423 million after 2014.

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

H.R. 3246 contains no intergovernmental or private-sector mandates as defined in UMRA and would impose no costs on state, local, or tribal governments.

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