

S. 747, Diesel Emissions Reduction Act of 2019

As reported by the Senate Committee on Environment and Public Works on April 10, 2019

Millions of Dollars	2019	2019-2024	2019-2029
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Deficit Effect	0	0	0
Spending Subject to Appropriation (Outlays)	0	410	500
Pay-as-you-go procedures apply?	No	Mandate Effects	
Increases on-budget deficits in any of the four consecutive 10-year periods beginning in 2030?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No

S. 747 would authorize the appropriation of \$100 million annually through 2024 for the Environmental Protection Agency (EPA) to provide grants and rebates for projects and state programs that reduce emissions from diesel engines. The bill also would require EPA to provide guidance to states about technical differences in vehicles, engines, equipment, and vehicle fleet use. Finally, the bill would direct that funds not allocated to state diesel programs be reallocated to projects for retrofitting vehicles. In 2019, \$87 million was appropriated for those purposes.

Assuming appropriation of the specified amounts, CBO estimates that implementing the bill would cost \$410 million over the 2020-2024 period and \$90 million after 2024 (see Table 1). The costs of the legislation fall within budget function 300 (natural resources and environment).

Table 1.
Estimated Increases in Spending Subject to Appropriation Under S. 747

	By Fiscal Year, Millions of Dollars						2019-2024
	2019 ^a	2020	2021	2022	2023	2024	
Estimated Authorization	100	100	100	100	100	100	500
Estimated Outlays	0	25	85	100	100	100	410

- a. S. 747 would authorize appropriations totaling \$100 million for 2019. CBO does not estimate any outlays for those authorizations because appropriations for 2019 have already been provided.

The CBO staff contact for this estimate is Stephen Rabent. The estimate was reviewed by H. Samuel Papenfuss, Deputy Assistant Director for Budget Analysis.