

At a Glance
S. 1211, Addressing Underdeveloped and Tribally Operated Streets Act
 As ordered reported by the Senate Committee on Indian Affairs on June 19, 2019

By Fiscal Year, Millions of Dollars	2019	2019-2024	2019-2029
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	239	366
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Statutory 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

The bill would

- Provide \$100 million in contract authority over the 2021-2025 period to maintain bridges on tribal land
- Authorize the appropriation of \$270 million over the 2021-2025 period for the Bureau of Indian Affairs to carry out its Road Maintenance Program

Detailed estimate begins on the next page.

Bill Summary

S. 1211 would amend the process by which environmental reviews are carried out on Indian land for transportation projects. The bill would provide funds for the maintenance of tribal bridges and authorize appropriations for the maintenance of tribal roads. The bill also would direct the Bureau of Indian Affairs (BIA) to complete a study on the long-term viability of tribal roads and for the Department of Transportation (DOT) to develop best practices for compiling data on motor vehicle accidents on tribal roads.

Estimated Federal Cost

The estimated budgetary effect of S. 1211 is shown in Table 1. The costs of the legislation fall within budget functions 400 (transportation) and 450 (community and regional development).

Table 1.
Estimated Budgetary Effects of S. 1211

	By Fiscal Year, Millions of Dollars											2019-2024	2019-2029
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029		
Increases in Direct Spending													
Federal-Aid Highways Estimated Contract Authority ^a	0	0	16	18	20	22	24	24	24	24	24	76	196
Estimated Outlays ^b	0	0	0	0	0	0	0	0	0	0	0	0	0
Increases in Spending Subject to Appropriation													
Federal-Aid Highways Estimated Obligation Limitation ^b	0	0	16	18	20	22	24	0	0	0	0	76	100
Estimated Outlays	0	0	4	11	15	18	21	16	7	4	1	48	97
BIA Road Maintenance Authorization	0	0	50	52	54	56	58	0	0	0	0	212	270
Estimated Outlays	0	0	33	50	53	55	57	20	1	0	0	191	269
Totals													
Estimated Authorization/ Obligation Limitation	0	0	66	70	74	78	82	0	0	0	0	288	370
Estimated Outlays	0	0	37	61	68	73	78	36	8	4	1	239	366

BIA = Bureau of Indian Affairs.

- a. Consistent with provisions of the Balanced Budget and Emergency Deficit Control Act for constructing the baseline, CBO extends the contract authority provided by the bill for 2025, the last year of the authorization, at the same amount in each of the following years.
- b. The Congress and the Administration concur that the Federal-Aid Highways Programs have a unique budgetary treatment; authorizing laws provide those programs with contract authority but outlays of that contract authority are generally considered discretionary because they are controlled by obligation limitations set in annual appropriation acts.

Basis of Estimate

For this estimate, CBO assumes that S. 1211 will be enacted near the end of 2019 and that the authorized amounts will be appropriated for each fiscal year beginning in 2020. Estimated outlays follow historical patterns for the specified programs.

Federal-Aid Highways

S. 1211 would provide \$100 million in additional contract authority (a mandatory form of budget authority) over the 2021-2025 period for the maintenance of tribal bridges within the Tribal Transportation Program. That program is administered by BIA and DOT and paid for out of the Highway Trust Fund.

Consistent with the rules in the Balanced Budget and Emergency Deficit Control Act for constructing the baseline, CBO extends the contract authority provided by the bill for 2025, the last year of the authorization, at the same level (\$24 million) in each of the following years.¹ CBO estimates that enacting the bill would increase contract authority for tribal transportation programs in the baseline by \$196 million over the 2020-2029 period.

For many years, spending of the contract authority provided in transportation legislation has been controlled by limitations on obligations contained in annual appropriations acts. Public Law 114-94 authorized obligation limitations for highway programs through 2020, and CBO expects that practice to continue over the 2021-2025 period. Accordingly, CBO estimates that implementing S. 1211 would increase obligation limitations by amounts equal to the increase in contract authority specified in the bill. As a result, CBO estimates that implementing the bill would cost \$48 million over the 2019-2024 period and \$49 million after 2024. (The Deficit Control Act does not require CBO to extend expiring authorizations of appropriations. Consequently, CBO has not estimated obligation limitations beyond 2025.)

BIA Road Maintenance

S. 1211 would authorize the appropriation of \$212 million over the 2021-2024 period and \$58 million in 2025 for BIA to carry out its Road Maintenance Program and to complete a study of road maintenance on Indian land. Using historical spending patterns for that program, CBO estimates that implementing the provision would cost \$191 million over the 2019-2024 period and \$78 million after 2024, assuming appropriation of the authorized amounts. In 2019, \$35 million was allocated to the Road Maintenance program.

1. That amount would be in addition to the \$505 million in contract authority that CBO assumes will be provide for the Tribal Transportation Program in each year from 2021 to 2029. (\$505 million is the amount of contract authority authorized for the Tribal Transportation Program in 2020, which is the last year of the current surface transportation authorization, Public Law 114-94.)

Pay-As-You-Go Considerations: None.

Increase in Long-Term Deficits: None.

Mandates: None

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