

**Estimated Budgetary Effects of Title XI, Committee on Transportation and Infrastructure, H.R. 5376, the Build Back Better Act, as Posted on the Website of the House Committee on Rules on November 3, 2021 (Rules Committee Print 117-18), as Amended by Yarmuth Amendment 112**

By Fiscal Year, Millions of Dollars											2022-	2022-
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2026	2031
<b>Increases or Decreases (-) in Direct Spending</b>												
<b>Sec. 110001 Affordable Housing Access Program<sup>a, b</sup></b>												
Budget Authority	10,000	0	0	0	0	0	0	0	0	0	10,000	10,000
Estimated Outlays	20	150	745	1,594	2,331	2,118	1,015	443	78	-7	4,840	8,487
<b>Sec. 110002 Community Climate Incentive Grant Program<sup>a</sup></b>												
Budget Authority	4,000	0	0	0	0	0	0	0	0	0	4,000	4,000
Estimated Outlays	5	98	450	1,137	938	486	210	90	30	30	2,628	3,474
<b>Sec. 110003 Neighborhood Access and Equity Grant Program<sup>a</sup></b>												
Budget Authority	4,000	0	0	0	0	0	0	0	0	0	4,000	4,000
Estimated Outlays	10	195	505	620	870	1,185	240	80	40	0	2,200	3,745
<b>Sec. 110004 Territorial Highway Program Funding<sup>a</sup></b>												
Budget Authority	320	0	0	0	0	0	0	0	0	0	320	320
Estimated Outlays	22	45	122	58	22	13	10	6	3	0	269	301
<b>Sec. 110005 Traffic Safety Clearinghouse<sup>a</sup></b>												
Budget Authority	50	0	0	0	0	0	0	0	0	0	50	50
Estimated Outlays	1	6	9	12	10	8	0	0	0	0	38	46
<b>Sec. 110006 Passenger Rail Improvement, Modernization, and Emissions Reduction Grants<sup>a</sup></b>												
Budget Authority	10,000	0	0	0	0	0	0	0	0	0	10,000	10,000
Estimated Outlays	25	90	505	753	1,000	1,189	1,486	1,486	1,486	990	2,373	9,010
<b>Sec. 110007 Alternative Fuel and Low-Emission Aviation Technology Program<sup>a</sup></b>												
Budget Authority	300	0	0	0	0	0	0	0	0	0	300	300
Estimated Outlays	3	21	59	85	65	38	19	7	0	0	233	297
<b>Sec. 110008 Assistance to Update and Enforce Hazard Resistant Codes and Standards</b>												
Budget Authority	150	0	0	0	0	0	0	0	0	0	150	150
Estimated Outlays	15	38	38	36	23	0	0	0	0	0	150	150
<b>Sec. 110009 Economic Development Administration</b>												
Budget Authority	5,250	0	0	0	0	0	0	0	0	0	5,250	5,250
Estimated Outlays	56	163	419	740	1,015	1,095	904	558	240	60	2,393	5,250

**Estimated Budgetary Effects of Title XI, Committee on Transportation and Infrastructure, H.R. 5376, the Build Back Better Act, as Posted on the Website of the House Committee on Rules on November 3, 2021 (Rules Committee Print 117-18), as Amended by Yarmuth Amendment 112**

By Fiscal Year, Millions of Dollars											2022-	2022-
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2026	2031
<b>Increases or Decreases (-) in Direct Spending</b>												
<b>Sec. 110010 Assistance for Federal Buildings</b>												
Budget Authority	500	0	0	0	0	0	0	0	0	0	500	500
Estimated Outlays	25	25	50	75	75	75	75	50	25	25	250	500
<b>Sec. 110011 Climate Resilient Coast Guard Infrastructure</b>												
Budget Authority	650	0	0	0	0	0	0	0	0	0	650	650
Estimated Outlays	13	78	117	163	130	78	46	20	5	0	501	650
<b>Sec. 110012 Great Lakes Icebreaker Acquisition</b>												
Budget Authority	350	0	0	0	0	0	0	0	0	0	350	350
Estimated Outlays	1	3	5	8	16	54	70	70	70	53	33	350
<b>Sec. 110013 Port Infrastructure and Supply Chain Resilience<sup>a</sup></b>												
Budget Authority	600	0	0	0	0	0	0	0	0	0	600	600
Estimated Outlays	0	2	26	76	144	160	120	52	12	2	248	594
<b>Sec. 110014 Alternative Water Source Project Grants</b>												
Budget Authority	125	0	0	0	0	0	0	0	0	0	125	125
Estimated Outlays	4	15	32	39	28	7	0	0	0	0	118	125
<b>Sec. 110015 Sewer Overflow and Stormwater Reuse Municipal Grants</b>												
Budget Authority	1,850	0	0	0	0	0	0	0	0	0	1,850	1,850
Estimated Outlays	21	130	270	391	423	330	190	71	24	0	1,235	1,850
<b>Sec. 110016 Individual Household Decentralized Wastewater Treatment System Grants</b>												
Budget Authority	150	0	0	0	0	0	0	0	0	0	150	150
Estimated Outlays	3	12	45	45	30	15	0	0	0	0	135	150
<b>Sec. 110017 Disaster Relief<sup>c</sup></b>												
Budget Authority	0	0	0	0	0	0	0	0	0	0	0	0
Estimated Outlays	5	8	12	33	54	16	0	0	0	0	112	128
<b>Sec. 110018 Environmental Review Implementation Funds</b>												
Budget Authority	50	0	0	0	0	0	0	0	0	0	50	50
Estimated Outlays	2	10	10	10	10	8	0	0	0	0	42	50

**Estimated Budgetary Effects of Title XI, Committee on Transportation and Infrastructure, H.R. 5376, the Build Back Better Act, as Posted on the Website of the House Committee on Rules on November 3, 2021 (Rules Committee Print 117-18), as Amended by Yarmuth Amendment 112**

<b>By Fiscal Year, Millions of Dollars</b>											2022-	2022-
	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2026	2031
<b>Increases or Decreases (-) in Direct Spending</b>												
<b>Sec. 110019 Low-Carbon Transportation Materials Grants<sup>a</sup></b>												
Budget Authority	900	0	0	0	0	0	0	0	0	0	900	900
Estimated Outlays	9	18	45	180	270	180	180	0	0	0	522	882
<b>Sec. 110020 Southwest Border Regional Commission</b>												
Budget Authority	33	0	0	0	0	0	0	0	0	0	33	33
Estimated Outlays	1	2	2	3	4	4	5	5	5	2	12	33
<b>Total Increase in Direct Spending</b>												
<b>Budget Authority</b>	39,278	0	0	0	0	0	0	0	0	0	39,278	39,278
<b>Estimated Outlays</b>	241	1,109	3,466	6,058	7,458	7,059	4,570	2,938	2,018	1,155	18,332	36,072

See the Notes tab for additional details.

**Estimated Budgetary Effects of Title XI, Committee on Transportation and Infrastructure, H.R. 5376, the Build Back Better Act, as Posted on the Website of the House Committee on Rules on November 3, 2021 (Rules Committee Print 117-18), as Amended by Yarmuth Amendment 112**

**Notes**

Estimates for title XI reflect the passage of H.R. 3684, the Infrastructure Investment and Jobs Act.

Budget authority reflects appropriations specifically provided in title XI or amounts estimated by CBO.

The costs of title XI fall within budget functions 300 (natural resources and environment), 400 (transportation), 450 (community and regional development), and 800 (general government).

a. CBO estimates that the affected agencies would not spend all of the budget authority provided in this section.

b. Section 110001 would appropriate \$10 billion to make competitive grants for transit infrastructure in low-income communities; CBO estimates outlays from that appropriation would total \$8.75 billion over the 2022-2031 period. The section also would limit the availability of funds already available for similar transit infrastructure programs in fiscal years 2025 and 2026. CBO estimates that limitation would reduce spending of amounts provided in 2025 and 2026 relative to the baseline budget projections, as updated by the passage of H.R. 3684, the Infrastructure Investment and Jobs Act, by \$263 million over the 2022-2031 period. Thus, on net, CBO estimates outlays would total roughly \$8.5 billion.

c. Section 110017 would authorize the Federal Emergency Management Agency (FEMA) to provide financial incentives to recipients of disaster assistance to cover the additional costs of enhanced building materials, such as concrete and steel, that reduce greenhouse gas emissions relative to traditionally manufactured versions of those materials. The section would authorize FEMA to provide such incentives through 2026. Although the section would not provide additional budget authority, CBO estimates that the provision would increase direct spending by \$128 million over the 2022-2031 period because the authority would result in the spending of balances from the Disaster Relief Fund that otherwise would go unspent during that period.

Title XI would not increase on-budget deficits after 2031.

Title XI would impose intergovernmental and private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) by requiring entities to meet greenhouse gas performance targets. The cost of the mandates would depend on regulations yet to be published, and therefore, CBO cannot determine whether the costs would exceed the thresholds established in UMRA for intergovernmental and private-sector mandates (\$85 million and \$170 million in 2021, respectively, adjusted annually for inflation).