

S. 4057, Strategic EV Management Act of 2022

As ordered reported by the Senate Committee on Homeland Security and Governmental Affairs on May 25, 2022

By Fiscal Year, Millions of Dollars	2022	2022-2027	2022-2032
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	*	not estimated
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 2033?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No
* = between zero and \$500,000.			

S. 4057 would require the General Services Administration (GSA) to coordinate with the heads of federal agencies, and within two years of enactment, develop a comprehensive plan to optimize the useful life of batteries that power electric vehicles in the government’s fleet. The bill also would require the Government Accountability Office (GAO) to report on the costs and benefits of a fleet of electric vehicles compared with a fleet powered by gasoline and diesel fuel.

Using information from GSA about the agency’s management of its electric vehicle fleet, CBO expects that developing a comprehensive plan for battery management would not significantly increase the agency’s administrative costs. In addition, because GAO is currently studying the issues that the bill would require for the report, CBO estimates that implementing this provision would have insignificant costs. Therefore, CBO estimates that the bill would not significantly affect spending subject to appropriation over the 2022-2027 period.

The CBO staff contact for this estimate is Matthew Pickford. The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.