



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

July 18, 2011

H.R. 2401 **Transparency in Regulatory Analysis of Impacts** **on the Nation Act of 2011**

*As ordered reported by the House Committee on Energy and Commerce
on July 12, 2011*

SUMMARY

H.R. 2401 would establish an interagency committee (to be known as the Committee for the Cumulative Analysis of Regulations that Impact Energy and Manufacturing in the United States) to analyze and report on a variety of rules and actions taken by the Environmental Protection Agency (EPA) related to enforcing the Clean Air Act. The Secretary of Commerce would chair the committee, which would consist of representatives from various agencies, including EPA, the Department of Labor, and the Department of Energy. The committee would be required to analyze potential economic impacts of specific EPA rules in calendar years 2016, 2020, and 2030, using the best data available; the final report would be due to the Congress no later than August 1, 2012.

The bill also would delay until six months after the release of that final report the implementation of two EPA rules—the Transport Rule and the Utility Maximum Achievable Control Technology Rule. Finally, the bill would reduce the amounts authorized to be appropriated under current law to support an EPA program related to diesel emissions. Assuming appropriation actions consistent with the bill, CBO estimates that implementing H.R. 2401 would result in net discretionary savings of \$43 million over the 2012-2016 period.

Enacting this legislation would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

H.R. 2401 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA).

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 2401 is shown in the following table. The costs of this legislation fall within budget functions 300 (natural resources and environment) and 370 (commerce and housing credit).

| | By Fiscal Year, in Millions of Dollars | | | | | 2012- 2016 |
|--|--|------|------|------|------|---------------|
| | 2012 | 2013 | 2014 | 2015 | 2016 | |
| CHANGES IN SPENDING SUBJECT TO APPROPRIATION | | | | | | |
| Funding for the Department of Commerce | | | | | | |
| Authorization Level | 3 | 0 | 0 | 0 | 0 | 3 |
| Estimated Outlays | 3 | 0 | 0 | 0 | 0 | 3 |
| Funding for the Environmental Protection Agency | | | | | | |
| Estimated Authorization Level | 1 | 0 | 0 | 0 | 0 | 1 |
| Estimated Outlays | 1 | 0 | 0 | 0 | 0 | 1 |
| Reduced Authorizations for the Diesel Emissions Reduction Program | | | | | | |
| Authorization Level | -54 | 0 | 0 | 0 | 0 | -54 |
| Estimated Outlays | -14 | -16 | -9 | -5 | -3 | -47 |
| Total Proposed Changes | | | | | | |
| Estimated Authorization Level | -50 | 0 | 0 | 0 | 0 | -50 |
| Estimated Outlays | -10 | -16 | -9 | -5 | -3 | -43 |

BASIS OF ESTIMATE

H.R. 2401 would authorize the appropriation in 2012 of \$3 million for the Department of Commerce and \$1 million for EPA to meet the requirements for data collection and analyses under the bill. The bill also would delay the implementation of EPA's two rules related to pollution, but CBO estimates that delay would not have a significant impact on the federal budget. Finally, the legislation would reduce, from \$100 million to \$46 million, an existing authorization of appropriations to support EPA's program to reduce diesel emissions in 2012. (For 2011, \$50 million was appropriated for this program.) Taken as a whole, CBO estimates that implementing this legislation would result in a net decrease in discretionary spending of \$43 million over the 2012-2016 period, assuming appropriation actions consistent with the bill.

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

H.R. 2401 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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