



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

April 24, 2006

H.R. 5076

National Transportation Safety Board Amendments Act of 2006

*As ordered reported by the House Committee on Transportation and Infrastructure
on April 5, 2006*

SUMMARY

The National Transportation Safety Board (NTSB) investigates every civil aviation accident and significant accidents involving other modes of transportation. Over the 2007-2009 period, H.R. 5076 would authorize the appropriation of \$287 million for all NTSB activities, including its training academy.

CBO estimates that enacting the bill would not have a significant impact on direct spending over the 2006-2016 period. H.R. 5076 would provide \$2 million in new budget authority for the NTSB emergency fund, increasing total resources of the fund to \$4 million. CBO estimates that spending over the next 10 years from this addition to the emergency fund would not be significant. In addition, the bill would rescind \$2 million of unobligated balances originally provided by the Air Transportation Safety and System Stabilization Act (Public Law 107-42).

H.R. 5076 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would not affect the budgets of state, local, or tribal governments.

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 5076 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					
	2006	2007	2008	2009	2010	2011
SPENDING SUBJECT TO APPROPRIATION						
NTSB Spending Under Current Law						
Budget Authority ^a	75	0	0	0	0	0
Estimated Outlays	76	8	0	0	0	0
Proposed Changes						
Authorization Level	0	82	100	105	0	0
Estimated Outlays	0	74	98	105	10	0
NTSB Spending Under H.R. 5076						
Authorization Level	75	82	100	105	0	0
Estimated Outlays	76	82	98	105	10	0

BASIS OF ESTIMATE

For this estimate, CBO assumes that H.R. 5076 will be enacted in fiscal year 2006 and that the authorized amounts will be appropriated for each year. Estimates of spending are based on information from NTSB and historical spending patterns for these programs.

Spending Subject to Appropriation

Over the 2007-2009 period, the bill would authorize the appropriation of \$287 million for the NTSB. H.R. 5076 would combine funding for both the NTSB and its training center in a single authorization of appropriations. (Current law includes a separate authorization of appropriations for the training center, also known as the Academy.) Assuming that the authorized funding is provided, CBO estimates that implementing the bill would cost \$287 million over the 2007-2010 period.

Direct Spending

CBO estimates that enacting the bill would not have a significant impact on direct spending over the 2006-2016 period. The bill would provide \$2 million of new budget authority to the NTSB emergency fund. In addition, H.R. 5076 would rescind \$2 million in budget authority from a compensation program for air carriers. Thus, there would be no net impact on the budget from those actions.

Emergency Fund. H.R. 5076 would provide \$2 million in new budget authority for the NTSB emergency fund. The emergency fund provides additional resources when there is more work in a year than there is funding. According to NTSB, the Board does not use the fund on a regular basis. CBO estimates that, over the last 10 years, outlays from the fund averaged less than \$200,000 per year. Consequently, CBO estimates that spending of this new budget authority over the next 10 years would not be significant in any year.

Compensation for Air Carriers. The bill would rescind \$2 million of unobligated funds provided by the Air Transportation Safety and System Stabilization Act (Public Law 107-42). That budget authority was a part of an economic relief package for air carriers impacted by the terrorist attacks of September 11, 2001. CBO does not expect that there will be any future spending from those unobligated funds. Thus, this rescission would not affect direct spending over the 2006-2016 period.

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

H.R. 5076 contains no intergovernmental or private-sector mandates as defined in UMRA and would not affect the budgets of state, local, or tribal governments.

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