



CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE

June 26, 2000

S. 2020

**A bill to adjust the boundary of the Natchez Trace Parkway,
Mississippi, and for other purposes**

*As ordered reported by the Senate Committee on Energy and Natural Resources
on June 7, 2000*

S. 2020 would expand the Natchez Trace Parkway in Mississippi to include a 150-acre plot and an 80-acre plot, which are currently both privately owned. The bill would authorize the Department of the Interior (DOI) to acquire those pieces of property by donation, purchase, or exchange. Finally, under the bill, land within the parkway boundary could be leased to the city of Natchez. CBO estimates that acquiring this property would have no significant impact on the federal budget, but this acquisition would be necessary to complete construction of the Natchez Trace Parkway.

Based on information from DOI, CBO expects that the 150-acre piece of land would be purchased by the state of Mississippi and donated to the United States. There has been no formal appraisal of the land, but based on information from DOI, CBO estimates that purchasing the 80-acre plot would cost about \$500,000.

DOI and the city of Natchez have not agreed on the terms of a possible lease for a portion to the parkway, but DOI expects that it would charge only a nominal amount. Any money collected from a lease would be recorded as offsetting receipts—a credit against direct spending. Because S. 2020 would affect direct spending, pay-as-you-go procedures would apply; but based on information from DOI, CBO expects that any receipts collected under the bill would be less than \$5,000 annually.

Expanding the boundaries of this parkway could enable the Department of Transportation's (DOT's) Federal Lands Highways Program to construct an access road and the southern terminus of the Natchez Trace Parkway. Based on information from DOT, CBO estimates this construction would cost about \$25 million over the 2003-2005 period, assuming appropriation of the necessary amounts. Spending for the Federal Lands Highways Program is authorized under current law.

S. 2020 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would have no significant impact on the budgets of state, local, or tribal governments. Enacting the bill would benefit the city of Natchez, Mississippi, by allowing it to lease a portion of the parkway. Any nonfederal land acquired by the National Park Service under this bill would only be acquired if agreeable to the state or local jurisdictions.

The CBO staff contacts for this estimate are James O’Keeffe (for federal costs), and Victoria Heid Hall (for the state and local impact). The estimate was approved by Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.