



## CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

June 28, 2000

### **S. 2412** **National Transportation Safety Board Amendments Act of 2000**

*As ordered reported by the Senate Committee on Commerce, Science, and Transportation  
on June 15, 2000*

#### **SUMMARY**

S. 2412 would authorize the appropriation of \$216 million for the National Transportation Safety Board (NTSB) over the 2001-2003 period and would revise various NTSB policies and procedures. The bill also would authorize the appropriation of amounts necessary to replenish the NTSB emergency fund due to future expenditures. Under the bill, certain fees collected by the NTSB would be classified as offsetting collections credited to appropriations. Finally, S. 2412 would authorize the Inspector General of the Department of Transportation to conduct audits of the NTSB's financial management and business operations and would require the NTSB to reimburse the department for such costs.

Assuming appropriation of the specified amounts, CBO estimates that implementing S. 2412 would result in discretionary spending of \$216 million over the 2001-2005 period. The bill would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply. S. 2412 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

#### **ESTIMATED COST TO THE FEDERAL GOVERNMENT**

The estimated budgetary impact of S. 2412 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

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By Fiscal Year, in Millions of Dollars

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	2000	2001	2002	2003	2004	2005
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**SPENDING SUBJECT TO APPROPRIATION**

NTSB Spending Under Current Law						
Budget Authority <sup>a</sup>	57	0	0	0	0	0
Estimated Outlays	71	6	1	0	0	0
Proposed Changes						
Authorization Level	0	65	72	79	0	0
Estimated Outlays	0	59	71	78	8	0
NTSB Spending Under S. 2412						
Authorization Level <sup>a</sup>	57	65	72	79	0	0
Estimated Outlays	71	65	72	78	8	0

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a. The 2000 level is the amount appropriated for that year.

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**BASIS OF ESTIMATE**

For this estimate, CBO assumes that the amounts authorized by S. 2412 will be appropriated by the beginning of each fiscal year. Estimated outlays are based on historical spending patterns. CBO estimates that provisions classifying certain proceeds from training services, and the sale of publications as offsetting collections would have no significant effect on discretionary spending.

Based on historical use of the NTSB emergency fund, CBO estimates that amounts required to replenish the emergency fund would be less than \$500,000 annually, subject to the availability of appropriated funds.

CBO estimates that the Inspector General of the Department of Transportation would spend less than \$500,000 a year to conduct financial audits of the NTSB and that such costs would be funded from the amounts authorized in the bill for the board.

**PAY-AS-YOU-GO CONSIDERATIONS:** None.

## **INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT**

S. 2412 contains no intergovernmental or private-sector mandates as defined in UMRA and would impose no costs on state, local, or tribal governments.

## **PREVIOUS CBO ESTIMATE**

On September 24, 1999, CBO transmitted a cost estimate for H.R. 2910, the National Transportation Safety Board Amendments Act of 1999, as ordered reported by the House Committee on Transportation and Infrastructure on September 23, 1999. H.R. 2910 and S. 2412 are similar, but the Senate bill would authorize funding levels for 2001 through 2003 while the House bill extends only through 2002.

## **ESTIMATE PREPARED BY:**

Federal Costs: James O'Keeffe

Impact on the State, Local, and Tribal Governments: Victoria Heid Hall

Impact on the Private Sector: Jean Wooster

## **ESTIMATE APPROVED BY:**

Peter H. Fontaine

Deputy Assistant Director for Budget Analysis