



**CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE**

May 22, 2001

H.R. 691

A bill to extend the authorization of funding for child passenger protection education grants through fiscal year 2003

*As ordered reported by the House Committee on Transportation and Infrastructure
on May 16, 2001*

SUMMARY

Under current law, the National Highway Traffic Safety Administration (NHTSA) provides grants to states for programs designed to improve the safety of children when they ride in automobiles. H.R. 691 would authorize the appropriation of \$7.5 million for each of fiscal years 2002 and 2003 for this program. Assuming the appropriation of the authorized amounts, CBO estimates that implementing this bill would cost \$15 million over the 2002-2004 period. Enacting H.R. 691 would not affect direct spending or receipts; therefore, pay-as-you-go procedures would not apply.

H.R. 691 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA). Any costs to state or local governments as a result of enacting this bill would be incurred voluntarily.

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 691 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					
	2001	2002	2003	2004	2005	2006
SPENDING SUBJECT TO APPROPRIATION						
Spending Under Current Law						
Budget Authority ^a	8	0	0	0	0	0
Estimated Outlays	7	2	0	0	0	0
Proposed Changes						
Authorization Level	0	8	8	0	0	0
Estimated Outlays	0	6	7	2	0	0
Spending Under H.R. 691						
Authorization Level ^a	8	8	8	0	0	0
Estimated Outlays	7	8	7	2	0	0

a. No funds have been appropriated in fiscal year 2000 or 2001 for grants to states to improve the safety of children when they ride in automobiles; however, the Department of Transportation used administrative authority to transfer \$7.5 million to this program in each of those years.

BASIS OF ESTIMATE

For this estimate, CBO assumes H.R. 691 will be enacted in fiscal year 2001 and that the funds authorized for 2002 and 2003 will be appropriated. This estimate is based on information from NHTSA and historical spending patterns of the program.

PAY-AS-YOU-GO CONSIDERATIONS: None.

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

H.R. 691 contains no intergovernmental or private-sector mandates as defined in UMRA. States that receive grants under this program would be required to match 20 percent of the federal funds provided. Any costs to state or local governments as a result of enacting this bill would be incurred voluntarily.

ESTIMATE PREPARED BY:

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