



**CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE**

March 10, 2010

**H.R. 4714
National Transportation Safety Board
Reauthorization Act of 2010**

*As ordered reported by the House Committee on Transportation and Infrastructure
on March 3, 2010*

SUMMARY

H.R. 4714 would authorize the appropriation of \$483 million for the National Transportation Safety Board (NTSB) over the 2011-2014 period. Assuming appropriation of the specified amounts, CBO estimates that implementing H.R. 4714 would cost \$473 million over the 2011-2015 period. Enacting the bill would not affect direct spending or revenues; therefore, pay-as-you go procedures would not apply.

The bill contains no intergovernmental mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

H.R. 4714 would impose private-sector mandates, as defined in UMRA, but CBO estimates that the total cost of complying with the mandates would be minimal and fall below the annual threshold established in UMRA for private-sector mandates (\$141 million in 2010, adjusted annually for inflation).

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 4714 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					2011-2015
	2011	2012	2013	2014	2015	
CHANGES IN SPENDING SUBJECT TO APPROPRIATION						
Authorization Level	117	120	122	124	0	483
Estimated Outlays	103	118	120	122	10	473

BASIS OF ESTIMATE

For this estimate, CBO assumes that H.R. 4714 will be enacted during fiscal year 2010 and that the authorized amounts will be appropriated each year. Outlay estimates are based on historical spending patterns of the NTSB.

The bill would authorize the appropriation of \$483 million over the 2011-2014 period for the salaries and expenses of the NTSB personnel and for the general administrative operations of the board. The NTSB received appropriations totaling \$98 million for fiscal year 2010. The bill also would revise some policies and procedures at the NTSB. Assuming appropriation of the specified amounts, CBO estimates that implementing H.R. 4714 would cost \$473 million over the 2010-2015 period.

PAY-AS-YOU-GO CONSIDERATIONS: None.

ESTIMATED IMPACT ON STATE, LOCAL, AND TRIBAL GOVERNMENTS

H.R. 4714 contains no intergovernmental mandates as defined in UMRA and would impose no costs on state, local, or tribal governments.

ESTIMATED IMPACT ON THE PRIVATE SECTOR

H.R. 4714 would impose private-sector mandates, as defined in UMRA. The bill would prohibit individuals and entities from using the words ‘National Transportation Safety Board,’ the initials ‘NTSB,’ the logo of the NTSB, or the seal of the NTSB without the written permission of that agency. The cost of the mandate would be the cost of acquiring written permission to use such words or symbols or the forgone net value attributable to such uses in the event that permission is not granted. Based on information from the

NTSB, CBO expects that the direct cost to comply with the mandate would be minimal. H.R. 4714 also would impose a private-sector mandate on air carriers. After an accident resulting in major loss of life, an air carrier would have to make a reasonable attempt to notify the family of each passenger within 60 days of any planned destruction of unclaimed possessions. According to the NTSB, most air carriers already comply with this requirement, and the cost for the remaining air carriers to comply would not be significant. Consequently, CBO estimates that the total cost of complying with the mandates in H.R. 4714 would fall well below the annual threshold for private-sector mandates (\$141 million in 2010, adjusted annually for inflation).

PREVIOUS CBO ESTIMATE

On December 3, 2009, CBO transmitted a cost estimate for S. 2768 as ordered reported by the Senate Committee on Commerce, Science, and Transportation on November 19, 2009. That bill authorized the appropriation of \$559 million for the NTSB, including \$100 million for 2010. S. 2768 contained only one of the private-sector mandates contained in H.R. 4714. CBO's cost estimates for the two bills reflect those differences.

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