



**CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE**

December 3, 2009

**S. 2768
National Transportation Safety Board
Reauthorization Act of 2009**

*As ordered reported by the Senate Committee on Commerce, Science,
and Transportation on November 19, 2009*

SUMMARY

S. 2768 would authorize the appropriation of \$559 million for the National Transportation Safety Board (NTSB) over the 2010-2014 period. Assuming appropriation of the specified amounts, CBO estimates that implementing S. 2768 would cost \$536 million over the 2010-2014 period and \$23 million after 2014. Enacting the bill would not affect direct spending or revenues.

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.

S. 2768 would impose a private-sector mandate, as defined in UMRA, on air carriers, but CBO estimates that the cost of complying with the mandate would be minimal and fall below the annual threshold established in UMRA for private-sector mandates (\$139 million in 2009, adjusted annually for inflation).

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of S. 2768 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

| | By Fiscal Year, in Millions of Dollars | | | | | 2010-2014 |
|---|--|------|------|------|------|-----------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | |
| CHANGES IN SPENDING SUBJECT TO APPROPRIATION | | | | | | |
| Authorization Level | 100 | 105 | 112 | 118 | 124 | 559 |
| Estimated Outlays | 88 | 103 | 109 | 115 | 121 | 536 |

BASIS OF ESTIMATE

For this estimate, CBO assumes that S. 2768 will be enacted early in calendar 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 \$559 million for the NTSB over the 2010-2014 period for the salaries and expenses of the NTSB personnel and for the general administrative operations of the board. Under the bill and under current law, certain fees collected by the NTSB would be classified as offsetting collections credited to appropriations. Based on information from the NTSB, CBO estimates that those offsetting collections would total about \$2 million each year. The bill also would revise some policies and procedures at the NTSB. Assuming appropriation of the specified amounts, CBO estimates that implementing S. 2768 would cost \$536 million over the 2010-2014 period.

ESTIMATED IMPACT ON STATE, LOCAL, AND TRIBAL GOVERNMENTS

S. 2768 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

S. 2768 would impose a private-sector mandate, as defined in UMRA, 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 the mandate, and the cost for the remaining air carriers to comply would not be significant. Consequently, CBO estimates that the aggregate cost of complying with

the mandate would fall well below the annual threshold for private-sector mandates (\$139 million in 2009, adjusted annually for inflation).

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