



**CONGRESSIONAL BUDGET OFFICE  
COST ESTIMATE**

February 14, 2018

**S. 2202**  
**National Transportation Safety Board Reauthorization Act**  
*As ordered reported by the Senate Committee on Commerce, Science, and Transportation  
on December 13, 2017*

S. 2202 would authorize appropriations totaling \$452 million over the 2019-2022 period (and \$115 million in 2023) for the National Transportation Safety Board (NTSB). (By comparison, the Congress provided \$106 million for the NTSB in 2017.) That agency is responsible for investigating significant accidents that occur in civil aviation and other modes of surface, rail, and waterborne transportation and for recommending safety measures for preventing future accidents.

As shown in the following table, and based on historical spending patterns, CBO estimates that implementing the bill would cost \$427 million over the 2019-2022 period and an additional \$138 million after 2022, assuming appropriation of the authorized amounts.

	By Fiscal Year, in Millions of Dollars					2018- 2022
	2018	2019	2020	2021	2022	
<b>INCREASES IN SPENDING SUBJECT TO APPROPRIATION</b>						
Authorization Level	0	111	112	113	114	452
Estimated Outlays	0	94	106	113	114	427

Numbers may not add up to totals because of rounding; the bill also would authorize appropriations of \$115 million in 2023 for the National Transportation Safety Board.

Enacting the bill would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

CBO estimates that enacting S. 2202 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2028.

S. 2022 contains no intergovernmental mandates as defined in the Unfunded Mandates Reform Act (UMRA).

The bill would impose a private-sector mandate by requiring air carriers to provide notification and support services to the families of people killed in air accidents. Current law requires air carriers to provide services when there is a major loss of life. According to the NTSB, most air carriers already provide such services in the event of non-major accidents. Therefore, CBO estimates that the incremental cost of the mandate would be minimal and would fall well below the threshold for private-sector mandates established in UMRA (\$156 million in 2017, adjusted annually for inflation).

The CBO staff contacts for this estimate are Megan Carroll (for federal costs) and Jon Sperl (for mandates). The estimate was approved by H. Samuel Papenfuss, Deputy Assistant Director for Budget Analysis.