



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

April 17, 2003

H.R. 1527

National Transportation Safety Board Reauthorization Act of 2003

*As ordered reported by the House Committee on Transportation and Infrastructure
on April 9, 2003*

SUMMARY

The National Transportation Safety Board (NTSB) investigates every civil aviation accident and significant accidents in other modes of transportation. Over the 2003-2006 period, H.R. 1527 would authorize the appropriation of an additional \$274 million for NTSB activities and its training academy, including amounts necessary for the agency to maintain an emergency fund of \$6 million at all times.

Assuming appropriation of amounts authorized by the bill, CBO estimates that implementing H.R. 1527 would cost \$270 million over the 2003-2008 period. Enacting the bill would not affect direct spending or revenues.

H.R. 1527 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 H.R. 1527 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					
	2003	2004	2005	2006	2007	2008
SPENDING SUBJECT TO APPROPRIATION						
Spending Under Current Law						
Budget Authority ^a	72	0	0	0	0	0
Estimated Outlays	70	7	0	0	0	0
Proposed Changes						
Authorization Level	9	84	88	93	0	0
Estimated Outlays	4	76	88	93	9	0
Spending Under H.R. 1527						
Authorization Level	81	84	88	93	0	0
Estimated Outlays	74	83	88	93	9	0

a. The 2003 level is the amount appropriated thus far for the National Transportation Safety Board.

BASIS OF ESTIMATE

For this estimate, CBO assumes that H.R. 1527 will be enacted in fiscal year 2003 and that the authorized amounts will be appropriated for each year. Estimates of spending are based on information from NTSB and historical spending patterns for these programs.

NTSB and its Academy

For fiscal year 2003, H.R. 1527 would authorize the appropriation of \$77 million. Because \$72 million has already been appropriated for these activities in 2003, CBO estimates that implementing this provision of the bill would require the appropriation of an additional \$5 million. CBO assumes that the additional budget authority would be provided in a supplemental appropriations act in 2003. Over the 2004-2006 period, the bill would authorize the appropriation of \$265 million for the NTSB.

Emergency Fund

Current law authorizes the appropriation of amounts necessary to maintain balances in the emergency fund of \$2 million. H.R. 1527 would increase the authorization to \$6 million.

(The emergency fund currently has a balance of about \$1.5 million.) Implementing this provision of H.R. 1527 would require the appropriation of \$4 million in 2003.

NTSB does not use the emergency fund on a regular basis, and CBO does not estimate any outlays from the fund over the 2003-2008 period. Consequently, we estimate that the emergency fund would not require any additional appropriations to maintain the fund at \$6 million over the next five years.

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

H.R. 1527 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 March 20, 2003, CBO transmitted a cost estimate for S. 579, the National Transportation Safety Board Reauthorization Act of 2003, as ordered reported by the Senate Committee on Commerce, Science, and Transportation on March 13, 2003. The two versions of the bill are similar, and the estimated costs are the same; however, the Senate version would authorize the appropriation of amounts necessary to maintain balances in the emergency fund of \$3 million.

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