

CHILD PASSENGER PROTECTION EDUCATION GRANTS

MAY 24, 2001.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. YOUNG of Alaska, from the Committee on Transportation and Infrastructure, submitted the following

REPORT

[To accompany H.R. 691]

[Including cost estimate of the Congressional Budget Office]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 691) to extend the authorization of funding for child passenger protection education grants through fiscal year 2003, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

PURPOSE AND SUMMARY

H.R. 691 extends the authorization of funding for child passenger protection education grants through fiscal year 2003.

BACKGROUND AND NEED FOR LEGISLATION

Section 2003(b) of the Transportation Equity Act for the 21st Century (Public Law 105-178) authorized the Child Passenger Protection Grant program for two years, with the program expiring at the end of fiscal year 2001. H.R. 691 will extend the authorization for an additional two years—making the program consistent with the reauthorization cycle of the Transportation Equity Act for the 21st Century.

H.R. 691 authorizes \$7.5 million out of the general fund, for each of the fiscal years 2002 and 2003, for the Secretary of Transportation to make incentive grants to states to encourage the states to implement child passenger protection programs. Under the legislation, states may use grant funds to implement programs that are designed to: (1) prevent deaths and injuries to children; (2) educate the public concerning all aspects of the proper installation of child restraints using standard seatbelt hardware, supplemental hardware, and modification devices (if needed), including special instal-

lation techniques; appropriate child restraint design, selection, and placement; and harness threading and harness adjustment on child restraints; and (3) train and retrain child passenger safety professionals, police officers, fire and emergency medical personnel, and other educators concerning all aspects of child restraint use.

In each of fiscal years 2000 and 2001, Congress provided \$7.5 million to finance the Child Passenger Protection Education Grant program. Forty-eight states, the District of Columbia, and the Territories received grants under the program. Recipients used their funds for a variety of child passenger protection education and training initiatives, with emphasis on cultural and ethnic minorities, rural, low income and special needs populations in documented low usage areas. This emphasis is based upon Department of Transportation surveys and crash data.

HEARINGS AND LEGISLATIVE HISTORY

The Committee on Transportation and Infrastructure did not hold hearings on this bill.

COMMITTEE CONSIDERATION

On May 16, 2001, the Subcommittee on Highways and Transit was discharged from further consideration H.R. 691. On May 16, 2001, the Full Committee met in open markup session and approved H.R. 691, without amendment, by voice vote.

ROLLCALL VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires the Committee to list the record votes on the motion to report legislation and amendments thereto. There were no record votes taken in connection with ordering H.R. 691 reported.

COMMITTEE OVERSIGHT FINDINGS

Pursuant to clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee has held no oversight hearings.

STATEMENT OF GENERAL PERFORMANCE GOALS AND OBJECTIVES

The objective of this bill and the program it reauthorizes is to prevent deaths and injuries to children, educate the public concerning the proper installation of child restraints, and train child passenger safety personnel concerning child restraint use.

COST OF LEGISLATION

Clause 3(c)(2) of rule XIII of the Rules of the House of Representatives does not apply where a cost estimate and comparison prepared by the Director of the Congressional Budget Office under section 402 of the Congressional Budget Act of 1974 has been timely submitted prior to the filing of the report and is included in the report. Such a cost estimate is included in this report.

COMPLIANCE WITH HOUSE RULE XIII

1. With respect to the requirement of clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, and 308(a) of the

Congressional Budget Act of 1974, the Committee references the report of the Congressional Budget Office included below.

2. With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee has received the following cost estimate for H.R. 691 from the Director of the Congressional Budget Office.

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, May 22, 2001.

Hon. DON YOUNG,
*Chairman, Committee on Transportation and Infrastructure,
House of Representatives, Washington, DC.*

DEAR MR. CHAIRMAN: The Congressional Budget Office has prepared the enclosed cost estimate for H.R. 691, a bill to extend the authorization of funding for child passenger protection education grants through fiscal year 2003.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Rachel Milberg.

Sincerely,

STEVEN M. LIEBERMAN
(For Dan L. Crippen, Director).

Enclosure.

CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

H.R. 691—A bill to extend the authorization of funding for child passenger protection education grants through fiscal year 2003

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 ¹	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

	By fiscal year, in millions of dollars—					
	2001	2002	2003	2004	2005	2006
Spending under H.R. 691						
Authorization level ¹	8	8	8	0	0	0
Estimated outlays	7	8	7	2	0	0

¹No 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: Federal costs: Rachel Milberg; impact on State, local, and tribal governments: Susan Sieg Tompkins; impact on the private sector: Paige Piper/Bach.

Estimate approved by: Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.

CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause (3)(d)(1) of rule XIII of the Rules of the House of Representatives, committee reports on a bill or joint resolution of a public character shall include a statement citing the specific powers granted to the Congress in the Constitution to enact the measure. The Committee on Transportation and Infrastructure finds that Congress has the authority to enact this measure pursuant to its powers granted under article I, section 8 of the Constitution.

FEDERAL MANDATES STATEMENT

The Committee adopts as its own the estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act (Public Law 104–4).

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act were created by this legislation.

APPLICABILITY TO THE LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act (Public Law 104–1).

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

In compliance with clause 3(e) of rule XIII of the Rules of the House of Representatives, changes in existing law made by the bill, as reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

SECTION 2003 OF THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY

SEC. 2003. OCCUPANT PROTECTION.

(a) * * *

(b) CHILD PASSENGER PROTECTION EDUCATION GRANTS.—

(1) * * *

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(7) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to carry out this subsection \$7,500,000 for each of fiscal years 2000 **[and 2001]** *through 2003*.

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