



**Senate Committee on Commerce, Science, and Transportation**

The Congressional Budget Act of 1974 requires the Congressional Budget Office, to the extent practicable, to prepare estimates of the budgetary effects of legislation ordered reported by Congressional authorizing committees. In order to provide the Congress with as much information as possible, the attached table summarizes information about the estimated direct spending and revenue effects of some of the legislation that has been ordered reported by the **Senate Committee on Commerce, Science, and Transportation** during the 117th Congress. The legislation listed in this table generally would have small effects, if any, on direct spending or revenues, CBO estimates. Where possible, the table also provides information about the legislation's estimated effects on spending subject to appropriation and on intergovernmental and private-sector mandates as defined in the Unfunded Mandates Reform Act.



Bill Number	Title	Status	Last Action	Budget Function	Direct Spending, 2023-2032	Revenues, 2023-2032	Spending Subject to Appropriation, 2023-2027	Pay-As-You-Go Procedures Apply?	Increases On-Budget Deficits Beginning in 2033?	Mandates	Contact
<a href="#">S. 2068</a>	Minority Business Development Act of 2021	Reported	12/17/21	370	0	0	0	No	No	No	<a href="#">David Hughes</a>
	S. 2068 would authorize the annual appropriation of \$110 million through 2025 for the Minority Business Development Agency. CBO estimates that enacting S. 2068 would not affect direct spending or revenues. Similar legislation was enacted as part of division K of the Infrastructure Investment and Jobs Act; on that basis, CBO estimates that implementing the bill would not affect discretionary spending. The bill contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act.										
<a href="#">S. 2510</a>	Preventing HEAT Illness and Deaths Act of 2021	Ordered reported	06/22/22	300	0	0	\$31 million	No	No	No	<a href="#">Robert Reese</a>
	S. 2510 would authorize appropriations for the National Oceanic and Atmospheric Administration to establish the National Integrated Heat Health Information System Program to study extreme heat policy, research, preparedness, and response. The program also would provide financial assistance to state and local governments, academic institutions, and other entities for research and public outreach concerning heat risks. CBO estimates that enacting S. 2510 would not affect direct spending or revenues. CBO estimates that implementing the bill would increase discretionary costs by \$31 million over the 2023-2027 period, assuming appropriation of the authorized amounts. The bill contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act.										
<a href="#">S. 3196</a>	Improving Protections for Midshipmen Act	Ordered reported	12/15/21	400	Between zero and \$500,000	0	Not estimated	Yes	No	Yes	<a href="#">Aaron Krupkin</a>
	S. 3196 would authorize activities to reduce sexual assault and harassment at the United States Merchant Marine Academy. The bill also would amend the conditions under which a Merchant Mariner Credential could be revoked or suspended. CBO estimates that enacting S. 3196 would have an insignificant effect on direct spending and no effect on revenues over the 2023-2032 period. CBO has not estimated the discretionary costs of implementing the bill. The bill would impose a private-sector mandate as defined in the Unfunded Mandates Reform Act that would not exceed the annual threshold of \$184 million in 2022 (adjusted annually for inflation). The bill contains no intergovernmental mandates.										
<a href="#">S. 3692</a>	NET Act	Ordered reported	05/11/22	370	0	0	Not estimated	No	No	Yes	<a href="#">David Hughes</a>
	S. 3692 would require the Federal Communications Commission to determine annually whether a shortage of network equipment has affected the deployment of advanced telecommunications in the United States. CBO estimates that enacting S. 3692 would not affect direct spending or revenues. CBO has not estimated the discretionary costs of implementing the bill. The bill would impose a private-sector mandate as defined in the Unfunded Mandates Reform Act that would not exceed the annual threshold of \$184 million in 2022 (adjusted annually for inflation). The bill contains no intergovernmental mandates.										
<a href="#">S. 4246</a>	AAIM Act	Ordered reported	05/25/22	400	0	0	\$25 million	No	No	No	<a href="#">Aaron Krupkin</a>
	S. 4246 would authorize the appropriation of \$12.5 million in 2023 and 2024 for the Department of Transportation (DOT) to provide grants to nonfederal government entities to plan for infrastructure that can accommodate advanced air mobility (AAM) operations. AAM systems transport people or property using aircraft with innovative capabilities. The bill also would require DOT and the Government Accountability Office to report on the bill's implementation. CBO estimates that enacting S. 4246 would not affect direct spending or revenues. CBO estimates that implementing the bill would increase discretionary costs by \$25 million over the 2023-2027 period, assuming appropriation of the authorized amounts. The bill contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act.										
<a href="#">S. 4321</a>	Save Our Seas 2.0 Amendments Act	Ordered reported	06/22/22	300	0	0	0	No	No	No	<a href="#">Robert Reese</a>
	S. 4321 would amend statutes that direct the organization and operation of the Marine Debris Foundation, a nongovernmental entity. The bill also would direct the foundation to develop best practices for conducting outreach to Indian tribes and tribal governments. CBO estimates that enacting S. 4321 would not affect direct spending, revenues, or spending subject to appropriation. The bill contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act.										



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<a href="#">S. 4357</a>	Maritime Administration Authorization Act for Fiscal Year 2023	Ordered reported	06/22/22	050, 300, 400, and 800	Between zero and \$500,000	0	Not estimated	Yes	No	Yes	<a href="#">Aaron Krupkin</a>

S. 4357 would reauthorize and amend programs administered by the Maritime Administration and amend the conditions under which a Merchant Mariner Credential could be revoked or suspended. The bill would authorize the appropriation of roughly \$1.8 billion over the 2023-2027 period mostly for Maritime Administration activities. CBO estimates that enacting S. 4357 would have an insignificant effect on direct spending and no effect on revenues over the 2023-2032 period. Because S. 4357 would increase costs for activities not covered by the specified authorizations, CBO has not estimated the full discretionary costs of implementing the bill. The bill would impose private-sector mandates as defined in the Unfunded Mandates Reform Act that would not exceed the annual threshold of \$184 million in 2022 (adjusted annually for inflation). The bill contains no intergovernmental mandates.