



**CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE**

May 25, 2012

H.R. 3857
Public Transit Security and Local Law Enforcement Support Act
As ordered reported by the House Committee on Homeland Security on May 9, 2012

SUMMARY

H.R. 3857 would authorize appropriations for the Department of Homeland Security (DHS) to make grants to state and local governments to support security improvements to public transportation systems. CBO estimates that implementing the bill would cost \$702 million over the 2012-2017 period, assuming appropriation of the authorized amounts. Pay-as-you-go procedures do not apply to this legislation because it would not affect direct spending or revenues.

H.R. 3857 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA).

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 3857 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars						2012-2017
	2012	2013	2014	2015	2016	2017	

CHANGES IN SPENDING SUBJECT TO APPROPRIATION

Authorization Level ^a	302	400	0	0	0	0	702
Estimated Outlays	15	266	246	119	35	21	702

a. While H.R. 3857 would authorize the appropriation of \$400 million for 2012, \$98 million has already been appropriated for that year.

BASIS OF ESTIMATE

H.R. 3857 would authorize the appropriation of \$400 million in each of fiscal years 2012 and 2013 for DHS to provide grants to public transportation agencies to enhance the security of public transportation systems. Under current law, recipients of such grants can use funds for a variety of purposes, including capital improvements to infrastructure, training programs for staff, and public awareness campaigns. H.R. 3857 would specify that such grants could also be used for specialized patrol teams.

According to DHS, the Congress has already provided \$98 million in 2012 for grants to public transportation agencies, including Amtrak. CBO therefore estimates that fully funding H.R. 3857 would require additional appropriations totaling \$302 million in 2012 and \$400 million in 2013. Assuming that H.R. 3857 is enacted in 2012 and that supplemental appropriations are provided for 2012 as specified by the bill, CBO estimates that resulting outlays would total \$15 million in 2012 and \$702 million over the 2012-2017 period. That estimate is based on historical spending patterns for existing grant programs administered by DHS.

PAY-AS-YOU-GO CONSIDERATIONS: None.

ESTIMATED IMPACT ON STATE, LOCAL, AND TRIBAL GOVERNMENTS

H.R. 3857 contains no intergovernmental or private-sector mandates as defined in UMRA and would expand the authorized uses of transportation security grants.

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