



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

October 31, 2000

S. 1898 **Interstate Transportation of Dangerous Criminals Act of 2000**

As passed by the Senate on October 25, 2000

S. 1898 would direct the Attorney General to promulgate regulations relating to the transportation of violent prisoners between states. Based on information from the Department of Justice, CBO estimates that implementing S. 1898 would have no significant impact on the federal budget. Section 5 would provide for civil penalties against prisoner transport companies that fail to comply with regulations that would be established under S. 1898. Payments of these civil penalties would be recorded as miscellaneous receipts to the Treasury. CBO expects that any increase in penalty collections as a result of this provision would not be significant. Because S. 1898 could affect receipts, pay-as-you-go procedures would apply. S. 1898 contains no intergovernmental mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

S. 1898 would impose private-sector mandates on companies that transport violent prisoners from one state to another. The companies would be required to meet certain standards and conditions in the interstate transport of such prisoners. In general, the act would require standards to address the hiring, training, and duty time of employees; and the equipment, safety, and supervision of prisoners during transport. According to industry representatives, prisoner transportation companies currently meet most of the standards and conditions listed in the bill and the cost of complying with the remaining requirements would be negligible. CBO estimates that the direct cost of the mandates in S. 1898 would fall well below the threshold for private-sector mandates established by UMRA (\$109 million in 2000, adjusted annually for inflation).

The CBO staff contacts for this estimate are Lanette J. Walker (for federal costs), and Paige Piper/Bach (for the private-sector impact). This estimate was approved by Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.