



## CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

August 17, 2006

### **H.R. 5808** **Public Transportation Security Assistance Act of 2006**

*As ordered reported by the House Committee on Transportation and Infrastructure  
on July 19, 2006*

#### **SUMMARY**

H.R. 5808 would authorize the Secretary of Transportation to provide grants to transit agencies to improve the security of transit systems and grants to operators of over-the-road buses to improve the security of buses and bus terminals. (Over-the-road buses are characterized by an elevated passenger deck above a baggage compartment.) The bill also would authorize the Secretary to cover the costs of the Information Sharing and Analysis Center (ISAC) for Public Transportation. For these activities, H.R. 5808 would authorize the appropriation of about \$3.5 billion over the 2007-2009 period. Assuming appropriation of the authorized amounts, CBO estimates that implementing H.R. 5808 would cost nearly \$3 billion over the 2007-2011 period and more than \$500 million after 2011. CBO estimates that enacting the legislation would not affect direct spending or revenues.

In addition to authorizing appropriations for grants and for the ISAC, the bill would require the Department of Transportation (DOT) to assess the security of over-the-road bus facilities, report to the Congress on the use of the grants for transit security, and issue guidelines for training transit employees to respond to threats. Assuming the appropriation of the necessary amounts, CBO estimates that implementing these provisions would cost about \$1 million each year over the 2007-2009 period.

H.R. 5808 contains an intergovernmental mandate as defined in the Unfunded Mandates Reform Act (UMRA), but CBO estimates that the cost imposed on public transit agencies would be small and would not exceed the threshold established in UMRA (\$64 million in 2006, adjusted annually for inflation). The bill would authorize more than \$3 billion in grants over three years for which public transit agencies would be eligible to apply. This bill contains no new private-sector mandates as defined in UMRA.

## ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 5808 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars				
	2007	2008	2009	2010	2011
<b>CHANGES IN SPENDING SUBJECT TO APPROPRIATION</b>					
Capital Security Grants					
Authorization Level	775	825	880	0	0
Estimated Outlays	116	356	535	545	393
Operational Grants					
Authorization Level	400	300	200	0	0
Estimated Outlays	200	470	210	20	0
Bus Security Grants					
Authorization Level	50	50	50	0	0
Estimated Outlays	8	23	33	33	24
ISAC for Public Transportation					
Authorization Level	1	1	1	0	0
Estimated Outlays	1	1	1	0	0
Assessments, Reports, and Guidance					
Estimated Authorization Level	1	1	1	0	0
Estimated Outlays	1	1	1	0	0
Total Changes					
Estimated Authorization Level	1,227	1,177	1,132	0	0
Estimated Outlays	326	851	780	598	417

NOTE: ISAC = Information Sharing and Analysis Center.

## BASIS OF ESTIMATE

H.R. 5808 would authorize the Secretary of Transportation to provide grants to transit agencies and operators of over-the-road buses for security-related activities. The bill also would authorize the Secretary to cover the costs of the ISAC for Public Transportation. Finally, the bill also would require the government to conduct security assessments, report on grant activities, and issue guidance for a security training program.

For this estimate, CBO assumes H.R. 5808 will be enacted near the start of fiscal year 2007 and that the authorized and estimated amounts will be appropriated for each year. Estimates of spending are based on information from DOT and historical spending patterns of similar programs.

## **Security Grants**

H.R. 5808 would authorize the appropriation of almost \$2.5 billion over the 2007-2009 period for grants to transit agencies for capital investments to improve the security of transit systems. The bill would authorize the appropriation of another \$900 million over the same period for grants to transit agencies for operational improvements to security such as training, conducting emergency drills, or public awareness campaigns. Finally, the bill would authorize the appropriation of \$150 million over the same period for grants to operators of over-the-road buses for improvements to the security of their buses and bus terminals. Assuming appropriation of the authorized amounts, CBO estimates these provisions would cost nearly \$3 billion over the 2007-2011 period and more than \$500 million after 2011.

## **ISAC for Public Transportation**

The ISAC for Public Transportation distributes information to public transit agencies on security threats and helps transit agencies share security-related information. H.R. 5808 would authorize the appropriation of \$1 million for each year over the 2007-2009 period for the Secretary of Transportation to cover the costs of the ISAC. Assuming appropriation of the authorized amounts, CBO estimates that implementing this provision would cost \$3 million over the 2007-2009 period.

## **Assessments, Reports, and Guidance**

H.R. 5808 would require DOT to assess the security of over-the-road bus facilities. The bill also would require the department to report to the Congress on the use of the grants for transit security. Finally, the bill would require the department to issue guidelines for training transit employees to respond to threat conditions. Assuming appropriation of the necessary amounts, CBO estimates that implementing these provisions would cost about \$1 million each year over the 2007-2009 period.

## **ESTIMATED IMPACT ON STATE, LOCAL, AND TRIBAL GOVERNMENTS**

H.R. 5808 contains an intergovernmental mandate as defined in UMRA because it would require certain public transportation agencies—as determined by the Secretary of Homeland Security—to participate in the Information Sharing and Analysis Center for Public Transportation. The bill would authorize \$1 million for fiscal years 2007 through 2009 to support the ISAC, but public transit agencies might incur some administrative costs to participate. CBO estimates that such costs would be small and would be well below the threshold established in UMRA (\$64 million in 2006, adjusted annually for inflation).

Eligible public transit agencies also would benefit from more than \$3 billion in grants authorized by the bill to upgrade transit security. Any requirements associated with those grants would be conditions of receiving federal assistance.

## **ESTIMATED IMPACT ON THE PRIVATE SECTOR**

This bill contains no new private-sector mandates as defined in UMRA.

## **PREVIOUS CBO ESTIMATE**

On December 5, 2005, CBO transmitted a cost estimate for S. 2032, the Public Transportation Terrorism Prevention Act of 2005, as ordered reported by the Senate Committee on Banking, Housing, and Urban Affairs on November 16, 2005. S. 2032 would authorize appropriations for grants to public transportation agencies for improvements to capital and operational security and would authorize grants for research to improve security. The bill did not provide a separate and specific authorization of appropriations for grants for bus security. CBO estimated that implementing S. 2032 would cost about \$2.8 billion over the 2006-2010 period and about \$700 million after 2010, assuming the appropriation of the necessary amounts.

**ESTIMATE PREPARED BY:**

Federal Costs: Gregory Waring

Impact on State, Local, and Tribal Governments: Sarah Puro

Impact on the Private Sector: Fatimot Ladipo

**ESTIMATE APPROVED BY:**

Peter H. Fontaine

Deputy Assistant Director for Budget Analysis