



**CONGRESSIONAL BUDGET OFFICE  
COST ESTIMATE**

August 29, 2017

**S. 1532  
No Human Trafficking on Our Roads Act**

*As reported by the Senate Committee on Commerce, Science, and Transportation  
on August 3, 2017*

S. 1532 would permanently prohibit anyone who has used a commercial vehicle to commit a felony involving human trafficking from operating a commercial motor vehicle in the future. Based on information from the Federal Motor Carrier Safety Administration (FMCSA), CBO estimates that implementing the bill would have no significant effect on the federal budget.

State agencies that issue driver's licenses would be responsible for implementing the prohibition in the bill. Based on information from FMCSA, CBO expects that the agency would need to change policies and procedures as well as update the training that it offers for state inspectors and investigators who are responsible for combating criminal activities such as drug and human trafficking. For such work, CBO estimates that the agency would require about half the time of one full-time employee annually over the 2018-2022 period. CBO estimates that implementing the provisions of the bill would cost less than \$500,000 over the 2018-2022 period; such spending would be subject to the availability of appropriated funds.

Enacting S. 1532 would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply. CBO estimates that enacting S. 1532 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2028.

S. 1532 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA). As a condition of assistance, the bill would require states to ensure that individuals who commit acts of human trafficking are not issued commercial driver's licenses. States already screen applicants for a number of items, including drug offenses. Consequently, CBO estimates that the costs of the additional requirement would be small. Conditions of assistance, by definition in UMRA, are not considered intergovernmental mandates.

The CBO staff contacts for this estimate are Sarah Puro (for federal costs) and Jon Sperl (for intergovernmental mandates). The estimate was approved by Theresa Gullo, Assistant Director for Budget Analysis.