



CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE

June 28, 2018

H.R. 5766
Securing Public Areas of Transportation Facilities Act of 2018

As reported by the House Committee on Homeland Security on June 22, 2018

SUMMARY

H.R. 5766 would direct the Secretary of Homeland Security to establish a working group to develop, in collaboration with public and private stakeholders, recommendations for enhancing the security of public areas of transportation facilities. The bill also would authorize the secretary to provide technical assistance to owners and operators of surface transportation systems and facilities and specify a variety of administrative and reporting requirements.

Assuming appropriation of the necessary amounts, CBO estimates that implementing H.R. 5766 would cost \$23 million over the 2019-2022 period. Enacting the bill would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

CBO estimates that enacting H.R. 5766 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2029.

H.R. 5766 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 effect of H.R. 5766 is shown in the following table. The costs of the legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					2019- 2023
	2019	2020	2021	2022	2023	
INCREASES OR DECREASES (-) IN SPENDING SUBJECT TO APPROPRIATION						
Estimated Authorization Level	5	5	5	5	5	25
Estimated Outlays	3	5	5	5	5	23

BASIS OF ESTIMATE

For this estimate, CBO assumes that H.R. 5766 will be enacted near the start of fiscal year 2019 and that necessary funds will be appropriated each year.

Using information from the Transportation Security Administration (TSA), CBO estimates that ongoing costs to meet new and expanded duties under H.R. 5766 would require appropriations totaling about \$5 million annually. That amount includes:

- \$2 million to establish and operate an engineering laboratory to assess and validate the performance of security-related products;
- \$1.5 million to develop systems necessary to provide technical assistance related to the feasibility of installing and maintaining security technologies; and
- \$1.5 million to expand TSA’s capacity to advise owners and operators of surface transportation facilities with large and open areas (such as rail yards, bus yards, and terminals) on how to safeguard those areas.

Assuming appropriation of the necessary amounts, CBO estimates that resulting outlays would total \$23 million over the 2019-2023 period. That estimate is based on historical spending patterns for TSA’s security-related activities.

PAY-AS-YOU-GO CONSIDERATIONS: None.

INCREASE IN LONG-TERM DIRECT SPENDING AND DEFICITS

CBO estimates that enacting H.R. 5766 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2029.

MANDATES

H.R. 5766 contains no intergovernmental or private-sector mandates as defined in UMRA.

ESTIMATE PREPARED BY

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