

At a Glance

S. 1822, Non-Intrusive Inspection Expansion Act

As ordered reported by the Senate Committee on Homeland Security and Governmental Affairs on June 14, 2023

By Fiscal Year, Millions of Dollars	2023	2023-2028	2023-2033
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0

Spending Subject to Appropriation (Outlays)	0	982	not estimated
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Increases <i>net direct spending</i> in any of the four consecutive 10-year periods beginning in 2034?	No	Statutory pay-as-you-go procedures apply?	No
	Mandate Effects		
Increases <i>on-budget deficits</i> in any of the four consecutive 10-year periods beginning in 2034?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No

The bill would

- Require U.S. Customs and Border Protection (CBP) to use nonintrusive inspection (NII) systems to inspect 40 percent of passenger vehicles and 90 percent of commercial vehicles entering the United States by the end of fiscal year 2026
- Require CBP, beginning in fiscal year 2027, to use NII systems to inspect 10 percent of all vehicles exiting the United States
- Impose various reporting requirements on CBP and the Government Accountability Office

Estimated budgetary effects would mainly stem from

- Construction, procurement, and maintenance costs associated with additional NII systems
- Additional CBP personnel

Areas of significant uncertainty include

- Future volume of vehicles entering and existing the United States
- Configuration of land ports of entry

Detailed estimate begins on the next page.

See also

[CBO's Cost Estimates Explained](#), [CBO Describes Its Cost-Estimating Process](#), [Glossary](#)



Bill Summary

S. 1822 would require U.S. Customs and Border Protection (CBP) to increase its use of nonintrusive inspection (NII) systems at land ports of entry. By the end of fiscal year 2026, the bill would require CBP to use NII systems to inspect 40 percent of passenger vehicles and 90 percent of commercial vehicles entering the United States. NII systems, such as large-scale X-ray and Gamma-ray systems and handheld scanners, are used to quickly examine vehicles for weapons, narcotics, and other materials that pose nuclear and radiological threats.

S. 1822 also would require CBP, by the end of fiscal year 2026, to use NII systems to scan 10 percent of all vehicles exiting the United States at land ports of entry. Finally, the bill would impose various reporting requirements on CBP and the Government Accountability Office regarding the use of NII at the U.S. border.

Estimated Federal Cost

In total, CBO estimates that enacting S. 1822 would cost \$982 million over the 2024-2028 period, with additional spending occurring after 2028. Such spending would be subject to the availability of appropriated funds.

The estimated budgetary effect of S. 1822 is shown in Table 1. The costs of the legislation fall within budget function 750 (administration of justice).

Table 1.
Estimated Increases in Spending Subject to Appropriation Under S. 1822

	By Fiscal Year, Millions of Dollars						2023-2028
	2023	2024	2025	2026	2027	2028	
Estimated Authorization	0	210	221	317	446	453	1,647
Estimated Outlays	0	11	53	188	347	383	982

Basis of Estimate

CBO assumes that the bill will be enacted late in fiscal year 2023 and that the estimated amounts will be available each year. CBO assumes that CBP would purchase mostly large-scale NII systems, which can scan vehicles more quickly than small-scale systems, to comply with the bill’s requirements.

Spending Subject to Appropriation

For scanning both inbound and outbound vehicles, CBP indicated that many land ports of entry would require capital improvements, such as roadwork and new facilities, before large-scale NII systems could be installed. Based on the costs and timelines of similar projects,



CBO estimates that it would take several years to complete such improvements and would cost \$467 million over the 2024-2028 period.

In addition to those improvements, CBP would need to purchase and install additional NII systems. Under the bill, CBO expects that the agency would install additional NII systems at the locations with the largest vehicle volume. However, CBP indicated that space and other logistical constraints would limit how many systems could be deployed at each land port of entry. Using information about annual vehicle volume across land ports of entry, CBO expects that CBP would need an additional 70 NII systems to comply with the bill's requirements.

Using information from CBP about procurement timelines, CBO estimates that the agency could deploy up to 10 systems annually, beginning in 2026, and each system would cost an average of \$7 million, including costs for procurement, installation, and system integration. In addition, CBO estimates that it would cost \$1 million annually to maintain each system. In total, CBO estimates that procurement and maintenance costs would total \$434 million over the 2024-2028 period.

In addition, CBO expects that increasing the use of NII technology would require additional Border Patrol Officers to conduct more secondary physical inspections of vehicles, which are more time and labor intensive. Using information from CBP, CBO estimates that, starting in 2026, the agency would need roughly 230 additional personnel each year to review images generated by the NII systems and conduct additional physical inspections. In total, CBO estimates that personnel costs would total \$80 million over the 2024-2028 period.

Based on the costs of similar activities, CBO estimates that the bill's reporting requirements would cost \$1 million over the 2024-2028 period.

Uncertainty

CBO's estimate for S. 1822 is subject to significant uncertainty. The largest area of uncertainty is the future volume of commercial and personal vehicles entering and exiting the United States. If the actual volume differs from CBO's estimates, the costs could be larger or smaller than those estimated. In addition, variation in the configurations of land ports of entry could affect the costs of capital improvements and the number of NII systems required to implement the bill. CBO could not model each land port of entry individually or identify which locations would receive additional NII systems. The costs could be larger or smaller than those estimated depending on where CBP deploys the NII systems.



Pay-As-You-Go Considerations: None.

Increase in Long-Term Net Direct Spending and Deficits: None.

Mandates: None.

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