

**S. 3959, Transportation Security Screening Modernization Act of 2024**

As reported by the Senate Committee on Commerce, Science, and Transportation on August 1, 2024

By Fiscal Year, Millions of Dollars		2024	2024-2029	2024-2034
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	3	not estimated
Increases <i>net direct spending</i> in any of the four consecutive 10-year periods beginning in 2035?	No	Statutory pay-as-you-go procedures apply?		No
		<b>Mandate Effects</b>		
Increases <i>on-budget deficits</i> in any of the four consecutive 10-year periods beginning in 2035?	No	Contains intergovernmental mandate?		Yes, Under Threshold
		Contains private-sector mandate?		No

S. 3959 would aim to streamline the enrollment process for people applying to more than one credentialing program sponsored by the Transportation Security Administration (TSA), including the Transportation Worker Identification Credential (TWIC) and Hazardous Materials Endorsement Threat Assessment (HME) programs. Personnel who need access to secure areas on maritime facilities must have a TWIC and drivers who transport certain hazardous materials are required to have an HME on their state-issued commercial driver’s license.

Among other things, the bill would authorize applicants to use one application for both programs and reduce the number of times an applicant must visit a TSA enrollment center. TSA would be required to implement those changes within two years of enactment.

In addition, S. 3959 would require the Government Accountability Office (GAO) to audit the implementation of the TWIC and HME programs by TSA and the states within one year of enactment and to report to the Congress on ways to improve those programs within another 180 days. The bill would require TSA to implement GAO’s recommendations and to report to the Congress on those efforts.

**Federal Costs**

CBO estimates that implementing S. 3959 would cost \$3 million over the 2024-2029 period, primarily for the regulatory and reporting requirements for TSA and GAO. CBO expects that

See also

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



TSA would need to update regulations to implement the bill's provisions. Based on the cost of similar activities, CBO estimates that changing the regulations would cost \$2 million over a two-year period. CBO further estimates that the GAO report would cost \$1 million. In addition, implementing the recommendations in GAO's report could increase costs for TSA, but CBO has no basis to estimate that cost. Any spending would be subject to the availability of appropriated funds.

CBO estimates that implementing S. 3959 would not significantly affect the net costs of the TWIC and HME programs over the 2024-2029 period because any changes to the costs of the enrollment process would be offset by adjustments to the associated fees that TSA charges applicants to cover the costs of the programs. Such fees are recorded as discretionary offsetting collections.

### **Mandates**

The legislation would impose an intergovernmental mandate as defined in the Unfunded Mandates Reform Act (UMRA) by requiring states to update their processes for issuing commercial driver's licenses with HMEs to clarify the expiration date of those endorsements. CBO estimates the cost to update state licensing programs would fall below the threshold in UMRA from intergovernmental mandates (\$100 million in 2024, adjusted annually for inflation).

S. 3959 would not impose a private-sector mandate as defined in UMRA.

The CBO staff contacts for this estimate are Aaron Krupkin (for federal costs) and Brandon Lever (for mandates). The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.

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