

H.R. 1870, Strengthening Local Transportation Security Capabilities Act of 2021

As ordered reported by the House Committee on Homeland Security on March 18, 2021

By Fiscal Year, Millions of Dollars	2021	2021-2026	2021-2031
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	*	32	not estimated
Statutory pay-as-you-go procedures apply?	No	Mandate Effects	
Increases on-budget deficits in any of the four consecutive 10-year periods beginning in 2032?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No

* = between zero and \$500,000.

H.R. 1870 would direct the Department of Homeland Security (DHS) to prioritize the assignment of federal officers and intelligence analysts to existing fusion centers in jurisdictions where high-risk surface transportation systems are located to enhance the gathering and sharing of information about security-related threats. (Fusion centers are state-owned facilities that help coordinate the efforts of government agencies and other law enforcement entities to assess threats.) The bill also would require the Government Accountability Office (GAO) to review implementation of those information sharing activities. Lastly, H.R. 1870 would authorize DHS to develop a training program for nonfederal law enforcement agencies.

The bill does not specify how DHS should prioritize the assignment of its employees, but on the basis of information from the department about current staffing levels, CBO expects that the department would require additional federal personnel to increase support to fusion centers. Using information from DHS and the Transportation Security Administration, CBO expects that the department would deploy one additional full-time employee (at an initial average cost of about \$175,000) to each of 36 centers that oversee high-risk transportation-related assets. CBO expects that the increase in additional staff would occur gradually; thus, we estimate that implementing the information sharing program would cost less than



\$500,000 in 2021, but increase to about \$7 million annually beginning in 2023 and total \$31 million over the 2021-2026 period.

Based on the cost of similar activities, CBO estimates that the costs to GAO for conducting its review would not be significant over the 2021-2026 period.

In addition, H.R. 1870 would authorize the Federal Law Enforcement Training Center (FLETC) at DHS to develop a training program to enhance nonfederal law enforcement agencies' preparedness for and response to terrorist threats at surface transportation assets. Using information from FLETC, CBO expects that the agency could adapt a similar, existing program to implement the training activities envisioned under the bill. Accordingly, CBO estimates that the cost to implement the training program would not be significant over the 2021-2026 period.

The costs of the legislation, detailed in Table 1, fall within budget functions 400 (transportation), 750 (administration of justice), and 800 (general government).

Table 1.
Estimated Increases in Spending Subject to Appropriation Under H.R. 1870

	By Fiscal Year, Millions of Dollars						2021-2026
	2021	2022	2023	2024	2025	2026	
Fusion Centers							
Estimated Authorization	*	3	7	7	7	7	31
Estimated Outlays	*	3	7	7	7	7	31
Other Provisions							
Estimated Authorization	*	*	*	*	*	*	1
Estimated Outlays	*	*	*	*	*	*	1
Total Changes							
Estimated Authorization	*	3	7	7	7	7	32
Estimated Outlays	*	3	7	7	7	7	32

Components may not sum to totals because of rounding; * = between zero and \$500,000.

The CBO staff contacts for this estimate are Aaron Krupkin and Lindsay Wylie. The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.