

H.R. 5840, Transportation Security Screening Modernization Act of 2024

As ordered reported by the House Committee on Homeland Security on September 25, 2024

By Fiscal Year, Millions of Dollars	2025	2025-2029	2025-2034
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	2	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 Mandate Effects	
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

H.R. 5840 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, H.R. 5840 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 H.R. 5840 would cost \$3 million over the 2025-2029 period, primarily for the regulatory and reporting requirements for TSA and GAO. CBO

See also

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



expects that 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 H.R. 5840 would not significantly affect the net costs of the TWIC and HME programs over the 2025-2029 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).

H.R. 5840 would not impose a private-sector mandate as defined in UMRA.

Previous CBO Estimate

On September 20, 2024, CBO transmitted a [cost estimate for S. 3959](#), the Transportation Security Screening Modernization Act of 2024, as reported by the Senate Committee on Commerce, Science, and Transportation on August 1, 2024. The two pieces of legislation are similar, and CBO's estimates of their budgetary effects are the same.

The CBO staff contacts for this estimate are Emma Uebelhor (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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