estimate for H.R. 876, the Aviation Employee Screening and Security Enhancement Act of 2017.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Megan Carroll.

Sincerely,

KEITH HALL, *Director*.

Enclosure.

H.R. 876—AVIATION EMPLOYEE SCREENING AND SECURITY ENHANCEMENT ACT OF 2017

As ordered reported by the House Committee on Homeland Security on March 8, 2017

SUMMARY

H.R. 876 would direct the Transportation Security Administration (TSA) to pursue a variety of activities aimed at improving aviation security, particularly by enhancing vetting and screening of aviation workers and controlling their access to secure areas of airports. Based on an analysis of information from TSA, CBO estimates that implementing H.R. 876 would cost $41 million over the 2017–2022 period, assuming appropriation of the necessary amounts.

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. 876 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2028.

H.R. 876 would impose intergovernmental and private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) on airport operators and air carriers. Based on information from the TSA and airport officials, CBO estimates that the total costs of the mandates on public and private entities would fall well below the annual thresholds established in UMRA for intergovernmental and private-sector mandates ($78 million and $156 million in fiscal year 2017, respectively, adjusted annually for inflation).

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary effect of H.R. 876 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By fiscal year, in millions of dollars—						
	2017	2018	2019	2020	2021	2022	2017–2022
INCREASES IN SPENDING SUBJECT TO APPROPRIATION							
Estimated Authorization Level	0	15	7	7	7	7	43
Estimated Outlays	0	11	8	8	7	7	41

BASIS OF ESTIMATE

For this estimate, CBO assumes that the legislation will be enacted near the end of 2017, that the necessary amount will be appropriated each year, and that outlays will follow historical spending patterns.

H.R. 876 would require TSA to identify, in collaboration with airport operators and the TSA's Aviation Security Advisory Committee (ASAC), advanced technologies—particularly biometric identification technologies—for entrances and exits used by employees to access secure areas of airports. Under the bill, TSA could pursue a qualified products list (QPL) of such technologies, which would require several full time staff and ongoing collaborative efforts to develop and implement systems to test the full spectrum of commercially available technologies and recommend products manufactured by specific vendors. Because the bill would not require TSA to develop an official QPL, CBO expects that the agency would fulfill the bill's requirement by identifying broad types or categories of technologies that would serve airports' security needs. That effort would still involve several staff to assess existing and emerging technologies, on an ongoing basis, in collaboration with airport operators and the ASAC. Based on an analysis of information provided by the TSA about the cost of similar efforts, CBO estimates the agency would spend between $4 million and $5 million annually—or $23 million over the 2017–2022 period—to implement this provision.

CBO estimates that implementing other provisions of H.R. 876 would cost $18 million over the 2017–2022 period. That amount includes $2 million annually for increased covert testing of employee screening at certain airports—an increase of roughly 10 percent over existing funding levels. The remaining $8 million would be for a one-time study of measures used to secure entrances and exits used by employees to access the secure areas of airports. That estimate is based on the historical costs of similar efforts.

PAY-AS-YOU-GO CONSIDERATIONS

None.

INCREASE IN LONG-TERM DIRECT SPENDING AND DEFICITS

CBO estimates that enacting H.R. 876 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2028.

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

H.R. 876 would impose intergovernmental and private-sector mandates as defined in UMRA. The bill would require airport operators and air carriers to provide information to TSA about individuals who have had their security credentials revoked. Additionally, the bill would require airport operators to notify applicants for security credentials about screening procedures and to submit applicants' social security numbers to TSA. Those provisions would impose an intergovernmental mandate on airport operators and a private-sector mandate on airport operators and air carriers. Based on information from the TSA and airport officials, CBO expects that affected entities would probably report information to TSA electronically and estimates that the costs to submit that information would be small. In total, CBO estimates that the costs on public and private entities would fall well below the annual thresholds established in UMRA for intergovernmental and private-sector mandates ($78 million and $156 million in fiscal year 2017, respectively, adjusted annually for inflation).

ESTIMATE PREPARED BY

Federal Costs: Megan Carroll; Impact on State, Local, and Tribal Governments: Jon Sperl; Impact on the Private Sector: Amy Petz.

ESTIMATE APPROVED BY

H. Samuel Papenfuss, Deputy Assistant Director for Budget Analysis.

RECOGNIZING AND CELEBRATING THE BIRTHDAY OF BENJAMIN "BEN" MORRIS OF WESTMORELAND COUNTY, VA

HON. ROBERT J. WITTMAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 26, 2017

Mr. WITTMAN. Mr. Speaker, I rise today to recognize and celebrate the 90th birthday of Benjamin "Ben" Morris of Westmoreland County, VA.

Born on May 6, 1927, Ben would attend grade school at Oak Grove School for first through eleventh grade. Upon graduating in 1945, Ben enlisted in the United States Navy to serve in World War II.

By the time Ben completed boot camp in Maryland, the war had ended but the mission to evade Japan was still to take place. He journeyed to California to board a troop ship that would travel to the Marshall Islands where he would board the USS *Prairie*. The USS *Prairie* traveled the seas of the Pacific, stopping at many islands, until it reached Tokyo, Japan. Ben recalls being amazed at the destruction of the city from the bombing that had occurred. After his naval tour of 15 months, he returned to his home in Montross, VA to begin working with his father at L.A. Clark Company, producing railroad ties.

In 1950, Ben and his older brother built a lumber mill. He was married that year and him and his wife would have three boys and a daughter together. In 1951, Northern Neck Lumber, Inc. opened for business in Warsaw, VA. After his brother's death, Ben continued to run the business as President until 1995 when he retired. Ben's two sons continue to run the business today.

Ben served on the Board of The Bank of Montross for 34 years until it was sold. Ben is a member of St. James Episcopal Church where he has served on the Vestry several times.

Ben has enjoyed the pleasures of the Northern Neck: golfing, fishing, boating, and hunting. He is proud of his three children from his first marriage who have blessed him with nine grandchildren and seven great-grandchildren. Ben and his current wife of 33 years live in Montross, and her two children and five grandchildren have been part of an ever growing family.

Mr. Speaker, I have had the pleasure of knowing Ben for many years and am honored to recognize him and to celebrate his 90th birthday. On behalf the millions of Americans that he has selflessly served through his military service and service to his community, I thank him and wish him the happiest of birthdays.

TRIBUTE TO COACH KEN SPARKS

HON. JOHN J. DUNCAN, JR.

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 26, 2017

Mr. DUNCAN of Tennessee. Mr. Speaker, many Tennesseans care about the Three "F's" in life: Faith, Family, and Football.

One outstanding Tennessean in particular, Coach Ken Sparks, incorporated his love for all three of these into his amazing life.