

H.R. 468, Expedited Delivery of Airport Infrastructure Act of 2021

As ordered reported by the House Committee on Transportation and Infrastructure on March 24, 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)	*	*	*
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.			

The Airport Improvement Program (AIP) provides grants to airport sponsors for capital improvement projects related to airport safety, capacity, and security. H.R. 468 would expand the definition of eligible AIP project costs for future grants to include contractor incentive payments, under certain conditions. The payments would be capped at the lesser of \$1 million or 5 percent of the project's contract value. H.R. 468 would not provide additional contract authority (a mandatory form of budget authority) for the AIP or increase the program's existing obligation limitations.

Using information from the Federal Aviation Administration (FAA), CBO expects that the FAA would need to develop guidelines and amend grant language in order to implement the bill's provisions. CBO estimates that the cost to do so would not be significant and would be subject to the availability of appropriated funds.

The CBO staff contact for this estimate is Aaron Krupkin. The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.