



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

May 17, 2002

H.R. 4481 **Airport Streamlining Approval Process Act of 2002**

*As ordered reported by the House Committee on Transportation and Infrastructure on
April 24, 2002*

SUMMARY

H.R. 4481 would authorize the appropriation of \$2.1 million in 2003 and \$4.2 million in each subsequent year to facilitate environmental reviews for projects that would enhance the capacity to handle more flights at congested airports. In addition, the bill would require the Secretary of Transportation to coordinate federal agencies' and airport sponsors' efforts to review the environmental impact of such projects. H.R. 4481 would authorize the Secretary to allow airport sponsors to use local revenues generated at the airports to support such projects. Finally, the bill would authorize the Federal Aviation Administration (FAA) to accept funds from airport sponsors to hire additional staff to facilitate the timely review or environmental reviews for capacity-enhancing projects.

Based on historical spending patterns of the FAA, CBO estimates that implementing H.R. 4481 would cost \$18 million over the 2003-2007 period, assuming appropriation of the authorized funds. By allowing the FAA to accept funds from airport sponsors, H.R. 4481 would affect direct spending. Therefore, pay-as-you-go procedures would apply, but CBO estimates that any net effect on direct spending would be negligible.

H.R. 4481 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 4481 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					
	2002	2003	2004	2005	2006	2007
SPENDING SUBJECT TO APPROPRIATION						
Spending for Environmental Reviews of Airport Projects Under Current Law						
Estimated Authorization Level ^a	22	23	24	25	26	27
Estimated Outlays	22	23	24	25	26	27
Proposed Changes						
Authorization Level	0	2	4	4	4	4
Estimated Outlays	0	2	4	4	4	4
Spending Under H.R. 4481						
Estimated Authorization Level	22	25	28	29	30	31
Estimated Outlays	22	25	28	29	30	31

a. The 2002 level is the amount appropriated for that year for environmental reviews. The estimated authorization levels for the 2003-2007 period reflect the 2002 level adjusted for anticipated inflation in the CBO baseline for this activity.

BASIS OF ESTIMATE

H.R. 4481 would authorize the appropriation of \$19 million to the FAA to facilitate environmental reviews for projects that would enhance the capacity of congested airports. Based on information from the FAA, CBO expects that nearly all of this amount would be used to hire additional staff to perform environmental reviews of such projects. Based on historical spending patterns for FAA expenses, CBO estimates that implementing H.R. 4481 would result in outlays of about \$18 million over the 2003-2007 period, subject to appropriation of the authorized amounts.

H.R. 4481 would also allow the FAA to accept funds from airport sponsors to hire additional staff. Because such funds could be collected and spent without appropriation, H.R. 4481 would affect direct spending. Based on information from the FAA, CBO expects that only the largest airports would be willing to pay the FAA to facilitate the environmental review of their projects, and that any additional net direct spending would be insignificant each year.

PAY-AS-YOU-GO CONSIDERATIONS

The Balanced Budget and Emergency Deficit Control Act sets up pay-as-you-go procedures for legislation affecting direct spending or receipts. By allowing the FAA to accept funds

from airport sponsors in order to hire additional staff, H.R. 4481 would affect direct spending, but CBO estimates that any such effect would be negligible each year.

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

H.R. 4481 contains no intergovernmental or private-sector mandates as defined in UMRA and would impose no costs on state, local, or tribal governments.

ESTIMATE PREPARED BY:

Federal Costs: Mark Hadley

Impact on State, Local, and Tribal Governments: Susan Sieg Tompkins

Impact on the Private Sector: Cecil McPherson

ESTIMATE APPROVED BY:

Peter H. Fontaine

Deputy Assistant Director for Budget Analysis