

H.R. 5912, Expedited Delivery of Airport Infrastructure Act of 2020

As ordered reported by the House Committee on Transportation and Infrastructure on February 26, 2020

By Fiscal Year, Millions of Dollars	2020	2020-2025	2020-2030
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	*	*	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 2031?	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. 5912 would expand the definition of eligible AIP project costs for future grants to include contractor incentive payments. The payments would be capped at the lesser of \$1 million or 5 percent of the project's contract value.

H.R. 5912 would not provide additional contract authority (a mandatory form of budget authority) for the AIP or increase the program's existing obligation limitations. Under current law, however, airport sponsors are authorized to use funds from other Federal Aviation Administration (FAA) grants for contractor incentive payments, including those newly provided under the CARES Act (Public Law 116-136).

In addition, based on information from the agency, 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. Accordingly, CBO estimates that implementing the bill would have no significant effect on discretionary spending.

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