CBO Estimate of Spending and Revenue Effects for H.R. 302, the FAA Reauthorization Act of 2018, (g:\092418\092418.068.xml) as posted on the website of the House of Representatives (https://docs.house.gov/floor/) on September 24, 2018

	By Fiscal Year, in Millions of Dollars												
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2018-2023	2018-2028
INCREASES IN DICRETIONARY SPENDING													
Division I – Supplemental Appropriations for Disaster Relief Act, 2018													
Budget Authority	1,680	0	0	0	0	0	0	0	0	0	0	1,680	1,680
Estimated Outlays	0	25	250	300	400	350	250	100	5	0	0	1,325	1,680
INCREASES OR DECREASES (-) IN DIRECT SPENDING													
Division D – Disaster Recovery Reform Act of 2018													
Estimated Budget Authority	0	0	0	0	0	0	0	0	0	0	0	0	0
Estimated Outlays	0	43	4	1	-1	-1	-1	0	0	0	0	46	45
Division E – Concrete Masonry Products Research, Education, and Promotion Act of 2018													
Estimated Budget Authority	0	0	6	8	8	9	9	9	9	6	6	32	70
Estimated Outlays	0	0	3	9	8	9	9	9	9	7	6	29	69
Division F – BUILD Act of 2018													
Estimated Budget Authority	0	0	-1	-1	-1	-2	-2	-2	-4	-4	-4	-5	-20
Estimated Outlays	0	0	-1	-1	-1	-2	-2	-2	-4	-4	-4	-5	-20
Division K – TSA Modernization Act													
Estimated Budget Authority	0	1	1	1	1	1	1	1	1	1	1	6	12
Estimated Outlays	0	1	1	1	1	1	1	1	1	1	1	6	12
Total													
Estimated Budget Authority	0	1	6	8	8	8	8	8	6	3	3	33	62
Estimated Outlays	0	44	7	10	7	7	7	8	6	4	3	76	106
INCREASES IN REVENUES													
Division E – Concrete Masonry Products Research, Education, and Promotion Act of 2018	0	0	6	9	9	9	10	10	10	10	10	33	83
Division K – TSA Modernization Act	0	0	1	0	0	0	0	0	0	0	0	1	1
Total	0	0	7	9	9	9	10	10	10	10	10	34	84
NET INCREASES OR DECREASES (-) IN THE DEFICIT FROM CHANGES IN DIRECT SPENDING AND REVENUES													
Effect on Deficit	0	44	*	1	-2	-2	-3	-2	-4	-6	-7	42	22

Source: Congressional Budget Office and staff of the Joint Committee on Taxation

Assumes enactment in fiscal year 2018; numbers may not sum to totals because of rounding; TSA = Transportation Security Administration; * = between -$500,000 and $500,000.

The amounts displayed reflect increased budget authority and outlays for discretionary spending provided in H.R. 302 and changes in direct spending and revenues that would result from its enactment. This estimate does not include additional spending that would be subject to future appropriation.

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a. Division I (the Supplemental Appropriations for Disaster Relief Act, 2018) would provide $1.68 billion in supplemental funding for fiscal year 2018, and would designate those amounts as emergency requirements pursuant to section 251 of the Balanced Budget and Emergency Deficit Control Act of 1985 (Deficit Control Act). (The limits (or caps) on discretionary spending established for 2018 by the Budget Control Act of 2011, as amended by the Bipartisan Budget Act of 2018, would be adjusted to accommodate those amounts.) In general, the budgetary effects of authorizing legislation are recorded as direct spending or revenue. However, consistent with the language in Division I, and at the direction of the House and Senate Committees on the Budget, this estimate treats the budgetary effects of Division I as discretionary spending.

Summary of Major Provisions of H.R. 302 that Would Affect Direct Spending and Revenues

Division B (the FAA Reauthorization Act of 2018) would authorize appropriations over the 2018-2023 period for the Federal Aviation Administration and the Department of Transportation for activities related to civil aviation. The legislation also would provide $3.35 billion in mandatory contract authority for each of fiscal years 2018 through 2023 for the Airport Improvement Program. Those amounts would be the same as amounts projected in CBO's April 2018 baseline, consistent with the rules for baseline projections in the Deficit Control Act; therefore, enacting those provisions would not affect direct spending relative to the baseline. Because outlays of contract authority provided by Division B would be subject to limitations on obligations specified in annual appropriation acts, they are not included in this estimate. Division B also would extend, through 2023, existing taxes that are dedicated to the Airport and Airway Trust Fund. JCT estimates that enacting Division B would have no effect on revenues relative to the current baseline projection for taxes dedicated to that trust fund because they are assumed to continue as specified in the Deficit Control Act. CBO estimates that other provisions of Division B would have insignificant effects on both direct spending and revenues.

Division D (the Disaster Recovery Reform Act of 2018) would amend programs administered by the Federal Emergency Management Agency (FEMA). Under Division D, improper payments made to individuals for disaster assistance would have to be recouped within three years of their disbursement. That provision would reduce the collection and expenditure of such improper payments. The limitation would not apply where there is evidence of fraud. The legislation also would change the eligibility requirements for the Disaster Unemployment Assistance program and disaster assistance provided to certain public and private nonprofit entities. Both of those provisions would affect the expenditure of previously appropriated funds and are thus treated as changes in direct spending.

Division E (the Concrete Masonry Products Research, Education, and Promotion Act of 2018) would establish a Concrete Masonry Products Board, upon approval of a referendum by producers of masonry products made from concrete (CMP), such as cinder blocks. Funding for the board's activities would be derived from revenues collected from CMP manufacturers based on the number of masonry units sold each year.

Division F (the BUILD Act of 2018) would establish the U.S. International Development Finance Corporation. The proposed corporation would promote economic development in less developed countries by providing loans, equity, insurance, and other forms of assistance to U.S. companies and other entities that want to invest and expand in those countries.

Division K (the TSA Modernization Act) contains a provision (section 1908) that would clarify the treatment of law enforcement availability pay (LEAP) for federal air marshals and criminal investigators of the Transportation Security Administration; that provision would affect direct spending and revenues related to federal retirement programs.

The following provisions would not significantly affect direct spending or revenues:

Division A (the Sports Medicine Licensure Clarity Act of 2018)
Division C (the National Transportation Safety Board Reauthorization Act of 2018)
Division G (Syria Study Group)
Division H (the Preventing Emerging Threats Act of 2018)
Division J (the Maritime Security Improvement Act of 2018)