

LEGISLATIVE ISSUE BRIEF

March 2018

PRESIDENT TRUMP'S INFRASTRUCTURE PROPOSAL

On February 12, 2018, the Trump Administration released its \$200 billion proposal that seeks to leverage \$1.5 trillion in new infrastructure projects across broad infrastructure categories including surface transportation, passenger rail, airports, water facilities, and many others. It does not set an amount of money dedicated to specific modes, but requires all eligible projects to compete within the new programs.

Importantly, the proposal does not identify new revenues to pay for the plan. In the President's Fiscal Year (FY) 2019 budget request, the Administration proposed cuts to existing transportation programs including Capital Investment Grants, rail programs, and TIGER grants.

The details of the infrastructure proposal include:

- \$100 billion for a new Incentives Program that provides grants with a federal share of up to 20%; selection favors project sponsors that dedicate new, non-federal revenue streams
- \$50 billion for grants to rural areas for many eligible categories including public transit and rail
- \$20 billion for a new Transformative Projects Program led by the Commerce Department
- \$14 billion for existing federal credit programs including TIFIA and RRIF
- \$6 billion to support expanded and increased private activity bonds (PABs)
- \$10 billion for federal real estate management
- Proposed reforms for Capital Investment Grant projects
- Elimination of regulatory barriers and permitting streamlining
- Reform of workforce development programs

APTA believes that a new initiative should build on and supplement existing programs. Ultimately Congress should pass a bipartisan bill to increase infrastructure investment and address the long-term solvency of the Highway Trust Fund. APTA opposes cutting existing public transportation programs to fund a new infrastructure initiative.

APTA Position

- **APTA will work with the Administration and Congress to pass bipartisan legislation to increase federal investment in public transportation infrastructure.**
- **Now is the time to address the long-term solvency of the Highway Trust Fund!**
- **Congress should build on and preserve programs authorized under the Fixing America's Surface Transportation (FAST) Act.**