

# LEGISLATIVE ISSUE BRIEF

March 2018

## **Trump Administration Budget Proposal**

On February 12, the Trump Administration released its budget proposal for Fiscal Year (FY) 2019. The Administration proposed \$11.2 billion for Federal Transit Administration (FTA) programs, down from \$12.4 billion in FY 2017 (a cut of \$1.2 billion) and \$1.3 billion less than FY 2019 authorized levels.

These totals include \$9.9 billion for FTA formula programs (up \$200 million from FY 2017), \$1 billion for Capital Investment Grants (CIG), \$112 million for FTA Administration, and \$120 million for Washington Metro (WMATA). The FY 2019 proposal cannot be compared to FY 2018 levels, because Congress has not yet completed action on full-year funding for FY 2018 federal programs.

The Administration proposal fully funds transit programs supported by the Highway Trust Fund (HTF) that were paid for under the Fixing America's Surface Transportation (FAST) Act. The proposal seeks to cut funding for the CIG program to \$1 billion, compared to the authorized level of \$2.3 billion. CIG was funded at \$2.4 billion in FY 2017. The FY 2019 New Starts Report, issued with the budget, says that the "FY 2019 proposal limits funding for the CIG program to projects with existing full funding grant agreements." It continues: "Future investments in new transit projects would be funded by the localities that use and benefit from these localized projects." The FTA does not request or recommend funding for additional projects and the proposal implies that the federal government would no longer partner with state and local government on such projects.

Additionally, the proposal would allocate \$738 to Amtrak, as compared to \$1.495 enacted in FY 2017. The Administration also proposes to eliminate the TIGER program. It is important to note that this budget is merely a proposal, not legislative language. Ultimately, the Appropriations Subcommittee of jurisdiction and full Committee of both the House of Representatives and Senate will write their own bills. The budget proposal is most helpful as a guidance of Administration priorities and agenda setting.

### **APTA POSITION**

- **We strongly oppose the phasing out or cuts to the vital Capital Investment Grant (CIG) program.**
- **APTA supports the full funding of FAST Act programs, both from the Mass Transit Account and General Fund, at or above authorized levels.**
- **We ask the Administration to begin signing Full Funding Grant Agreements again, so that worthy projects that meet transportation needs can be advanced.**