

President Trump's Infrastructure Plan Highlights

- Federal infrastructure spending of \$200 billion over 10 years with no revenue increases.
 - \$100 billion in matching funds for states and cities
 - \$50 billion rural block grant program
 - \$20 billion fund for “projects of national significance”
 - \$20 billion in federal loan programs for profitable infrastructure projects
 - \$10 billion capital financing program
- Proposal would flip the typical Federal/Local cost share from 80%/20% to 20%/80%
- At the same time, the Administration proposes to cut federal transit infrastructure funding, including funding for Amtrak, TIGER and FTA New Starts.

- Additional federal-aid funding
 - \$100 billion divided amongst the United States Department of Transportation (DOT), United States Army Corps of Engineers (USACE), Environmental Protection Agency (EPA), and a percentage of funds set aside for temporary administrative expenses to administer the program (to be determined).
 - Programs or projects created 3 years prior to release of the funds would be eligible for reimbursement if determined to meet the above criteria with emphasis on the creation of new, non-federal revenue sources.
- Changes to federal-aid application weighing criteria
 - Dollar value of the project or program of projects (weighted at 10 percent)
 - Evidence supporting how the applicant will secure and commit new, non-federal revenue to create sustainable, long-term funding for infrastructure investments (weighted at 50 percent)
 - Evidence supporting how the applicant will secure and commit new, non-federal revenue for operations, maintenance and rehabilitation (weighted at 20 percent)
- Creation of Rural Infrastructure Program
 - \$50 billion made available to rural infrastructure projects.
 - Eligible projects include roads, bridges, public transit, rail, airports, and maritime and inland waterway ports, broadband, water and waste (Drinking water, wastewater, stormwater, land revitalization and brownfields), power and electric, and water resources (flood risk management, water supply, and waterways).
 - Rural entities are those classified as areas with populations less than 50,000.
- Changes to water infrastructure funding
 - Allow public authorities that sell water directly to another water provider to be eligible to participate in Water Infrastructure and Finance and Innovation Act (WIFIA) and Drinking Water State Revolving Fund (DWSRF) programs.
 - An amendment to provide flexibility to water projects with De Minimis Federal Share and increase investments in water infrastructure.
- Changes to ROW Acquisitions
 - Provide States with authority to assume some, or all, of FHWA's responsibilities for approval of right-of-way acquisitions.
- Changes to NEPA Review Process and Projects that improve environmental impact mitigation.
 - An amendment to allow utility relocation to take place prior to NEPA completion.

- An amendment eliminating redundant NEPA reviews for Federal Agencies with joint jurisdiction over a single project.
- An amendment to expedite small cells and Wi-Fi attachments in NEPA and the NHPA to eliminate unnecessary reviews for projects without adverse environmental impacts.
- An amendment eliminating redundant NEPA reviews for Federal Agencies with joint jurisdiction over a single project.
- An amendment to allow utility relocation to take place prior to NEPA completion.
- The establishment of procedures that expedite environmental or permitting reviews for projects with environmental mitigating design.

Senate Democrats introduced their own \$1 trillion infrastructure plan on Wednesday, March 7th, paid for by rolling back much of the recently-passed Republican tax cuts.