

## Six Facts You Need to Know About the Trump Toll Plan

After more than a year of delays, missteps, and false starts the Trump Administration finally released their infrastructure plan today. Unfortunately, despite campaign promises, the Trump Toll would do very little to make our ailing infrastructure better. Instead it would put burdens on local governments and lead to Trump tolls all over the country.

### Specifically, the plan would:

- Force families to pay new Trump Tolls & Taxes
- Break the president's promise on real investment by cutting more infrastructure spending than it would add.
- Leave behind much of America including rural America and critical infrastructure.
- Undermine American workers, wages, and Buy America requirements.
- Roll back environmental protections.
- Undermine safety.

### Additional Background:

- 1. New Trump Tolls & Taxes:** The plan will force families to pay Trump Tolls and pay more in local property and sales taxes. In fact, the Trump Administration went as far as to tout new tolls and higher local taxes as an objective of their plan.
  - a. Speaking this weekend to reporters about their plan the Trump Administration said: *“So in terms of sustainability, when we're thinking of revenues at the state and local level, that could be property taxes; it could be user fees; it would be sales taxes.”*
  - b. The Trump Toll Plan goes even further, including the following on Page 20: *“Tolling restrictions foreclose what might otherwise serve as a major source of revenue for infrastructure investment. Providing States flexibility to toll existing Interstates would generate additional revenues for States to invest in surface transportation infrastructure.”*
- 2. Breaks the President's Promise on Real Investment:** The plan is nowhere near the size and scope the president promised and to make matters worse, not only is it not paid for, but the president also proposes cutting existing infrastructure programs.

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- a. In fact, in rural America states will lose more money as a result of Trump cuts than the stand to gain from the new rural set aside scam in the Trump Toll plan.
- b. Trump proposing to cut existing infrastructure by over \$240 billion shows just how much control the hard right has over this Administration. Specifically, the Trump Toll plan includes cuts to:

<b>Program</b>	<b>Trump Cut Over 10 Years</b>
Highway Trust Fund	\$122 billion
Army Corps	\$14 billion
TIGER	\$5 billion
Grants to Amtrak	\$7.6 billion
Capital Investment Grants (CIG)	\$19.5 billion
EDA	\$2.5 billion
Aviation	\$4.5 billion
CDBG & HOME & Public Housing Capital	\$58.5 billion
Rural Water & Wastewater Grants	\$5.1 billion
Superfund Cleanup	\$3.3 billion
Other*	\$310 million

\*including cuts to NBRC, DRA, and others.

3. **Leaves behind much of America:** The plan will leave huge parts of the country and critical infrastructure behind.
  - a. **Rural:** The centerpiece of the Trump Toll plan is a proposal to use half of the funding to encourage state and local governments to raise their own revenue by increasing property taxes, sales taxes, or building new tolls. Unfortunately, because huge sections of rural America do not have the population or traffic counts to be able to generate sufficient revenue from those types of gimmicks they will be largely shut out of the Trump plan.
  - b. **Non-Revenue Generating Projects:** The Trump Toll plan will also largely leave behind non-revenue generating infrastructure projects – including projects like schools, lead remediation, and even rural broadband where the costs of the project often largely exceed the revenue that can be generated.

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**4. Undermines American Workers & Wages:** The Trump Toll plan will weaken requirements to use American made products to reconstruct our infrastructure, and make it harder to ensure our infrastructure investments create good paying American jobs.

- a. Buried in the Trump Toll Plan is a provision that would exempt projects from a number of important federal requirements including Buy America and Davis-Bacon Prevailing Wage.
  - i. Specifically, on page 22 the Trump Toll plan proposes: *“Amending titles 23 and 49 to provide targeted flexibility pertaining to the application of Federal requirements where the project funding is primarily non-Federal...”*
  - ii. On page 24 the Trump Toll plan proposes: *“Amending this requirement for smaller projects that predominantly are outside the Federal-aid highway right-of-way would eliminate Federal procurement requirements for these infrastructure projects. This would allow States to use their own procedures to implement these projects.”*
  - iii. And, on page 29 for water infrastructure the Trump Toll plan proposes: *“Amending the law to provide targeted flexibility pertaining to the application of Federal requirements where the project funding is primarily non-Federal”*

**5. Rolls Back Environmental Protections and Puts Private Developers in Charge of Safeguarding the Public:** The plan will decimate important clean air and water protections. It provides a path to rubber stamp developers’ plans while taking away opportunities for communities to have a say about investments in their own neighborhoods.

- a. The Trump Toll Plan waters down key environmental protections with the supposed goal of speeding up projects—even though numerous studies have shown that lack of funding, not environmental reviews, is the primary cause of delay for many projects.
- b. The Trump Toll Plan would eliminate the Environmental Protection Agency’s ability to review environmental impact statements from other agencies and increases the number of projects that would receive no environmental review at all.

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- c. The proposal will take away decision-making power from the permitting agencies with the most knowledge about how to protect our endangered species, wetlands, and air quality, and let those decisions about environmental permits be made by road-builders and others who are unqualified to make those determinations. Further, it would give the Interior Department, rather than Congress, the authority to approve pipelines through National Parks.
  - d. The Trump Toll Plan pre-empts states' rights under the Clean Water Act, and makes it more difficult for stakeholders to file legal challenges to environmental or permitting decisions by limiting the statute of limitations to 150 days. This proposal will also largely exempt infrastructure projects from any legal injunctions to stop a bad project. These changes will leave communities without any recourse when a project is going to harm them.
  - e. The proposal allows developers to pay for the environmental reviews of their projects and select the firms that conduct such reviews.
  - f. This proposal strikes at the heart of the National Environmental Policy Act, by taking away opportunities to consider alternatives and ensure that agencies are making the smartest, most effective investment with our scarce Federal resources.
- 6. Undermine Safety:** More than 40,000 people die on our highways each year and in recent weeks we've seen the devastating impact of rail accidents. Yet despite these challenges, the Trump Toll plan does nothing to improve the safety of our nation's transportation networks.
- a. The Trump Toll plan provides no new funding to address safety issues or to improve the challenges commuters and families face every day, including the expansion of Positive Train Control (PTC).
  - b. In fact the Trump Toll plan and the president's budget actually slash funding for projects that would improve safety including Amtrak funding and rail safety grant programs.