

Q: There has been some skepticism regarding your claim that the President's plan will generate \$1.5 trillion of infrastructure investment with only \$200 billion in actual federal spending. What makes the Administration think that such an exponential jump is possible?

- If there's one thing President Trump proved in his first year, it was that the American economy can easily shatter expectations if Washington gets out of the way.
- The Washington establishment still thinks that infrastructure can only be built correctly if they make all the decisions and control the purse strings, but one look at the crumbling bridges and roads across America shows that approach has failed.
- Instead of sending taxpayer money to DC only to have it eventually trickle back down to communities along with a host of new restrictions and requirements, the President wants to allow communities to keep more of their funds and make their own decisions, and to simplify the federal bureaucratic maze.
- There are existing programs that are currently generating a far larger return on investment for federal dollars. With programs like TIFIA producing a 40:1 return, we think it's entirely within our reach to get to \$1.5 trillion.

Q: Doesn't this plan just saddle communities that already can't afford to build these projects with the bills that they will have to pass along to their residents in the form of tolls and taxes?

- Make no mistake, whether this money "comes from" the federal government, the state government, or the local government, it is coming out of the pockets of American taxpayers.
- Democrats may want to pretend that money from Washington is "free" but it's really just money that was sent *out* of your community and to Washington, only returned with hundreds of costly strings attached.
- Americans understand this and want to keep their money in their communities and out of the swamp. 84% of Americans are willing to consider revenue-raising measures as long as the revenue is mandated by law to be spent only on specific infrastructure projects.

Q: Since the President began floating this \$200 billion number last year, Congressional Republicans have been raising red flags about where that money will come from. You have repeatedly said that the \$200 billion comes from savings elsewhere in the President's budget, but we all know that Presidential budgets do not get enacted. It's clear that at some point you will have to identify another source of funding for this program. How are you going to ensure that the polarizing nature of some of these potential funding sources doesn't prevent the program from moving forward?

- The President and his team is ready to work with Congress to find a way to pay for this program that all parties can support. This initiative is too important to allow difficult conversations to prevent rebuilding our country.

- We are not going to take any of the options off the table at this point and are hopeful that Congress will work in a bipartisan fashion to appropriate the funding needed.

Q: Would the President be open to supporting additional revenue for infrastructure?

- The Trump administration is open to additional funding beyond the \$200 billion and will work with Congress to find a bi-partisan approach to ensuring our nation is appropriately investing in infrastructure.

Q: The President’s FY18 budget proposed an [estimated](#) \$255 billion cut to existing infrastructure programs over 10 years, including steep cuts to Amtrak subsidies and the elimination of the TIGER Grant program. How do you square these budget cuts with the President’s promise to “create the first class infrastructure our country and our people deserve?”

- The President’s budget imposes fiscal discipline on Washington spending across the board.
- It includes an additional \$200 billion set aside for smart infrastructure spending, but also reduces or eliminates programs that are either inefficient, duplicative of other Federal efforts, or that involve activities that are better delivered by States, localities, or the private sector.
- The fiscal goal of the President’s infrastructure initiative is to seek long-term reforms on how infrastructure projects are regulated, funded, delivered, and maintained.
- The TIGER program was just another way for the Washington establishment to funnel money into pet projects in their states or districts. An eye-popping 50% of TIGER funding went to projects in Nancy Pelosi’s district.
- Amtrak’s long distance train services, while geographically expansive, serve a very small number of passengers – less than 5 million annually.

Q: Your proposed changes to the environmental permitting process would affect many environmental laws that protect our nation’s clean air, clean water, wildlife, and national parks. Moreover, we know that infrastructure will need to be bipartisan. Can you really expect to get much Democrat support for a bill that endangers our environment in favor of the interests of big business?

- The President recognizes that it is part of the federal government’s mission to ensure good environmental stewardship. He just knows that every system can be made more efficient so that we are also good stewards of our economy.
- The President has charged his team with identifying the parts of the maze that is the federal bureaucratic permitting system that can be streamlined or improved through regulatory reform without impacting the quality of the analysis. It’s been estimated that the President’s directive to reduce the permitting process from an average of 10 years to 2 could free up \$3.6 trillion that could be put to better use reinvested back into our infrastructure.

- Countries like Australia and Canada measure their permitting processes in months, not years. They are also among the most environmentally conscious countries in the world. Smarter regulation doesn't mean that we are abandoning our responsibility to the environment.
- The Tappan Zee Bridge, championed by Senator Schumer, is an example of an American infrastructure project that was moved through the system deliberately, yet responsibly. As the President said himself, whether a project is approved or rejected, he thinks the communities who are investing their time and money rebuilding our country deserve to know the answer in a timely manner.

Q: What about XX project in my state/district/neighborhood? It's dangerous/costing my community lots of money. Can you promise that this plan will fix it?

- The President's infrastructure plan will make it easier for all responsible projects to get done.
- Instead of having their infrastructure priorities set by Washington, the President's plan will allow communities to decide which projects are most important to them and direct funding accordingly.
- And once they are underway, the President's regulatory reform proposals will ensure that these important projects are completed in a timely manner, not tied up in unnecessary bureaucracy.

Q: This will need to be a bipartisan bill, but there are significant portions of this plan that are non-starters for the two sides you need to come together in order to make this happen. Democrats say that \$200 billion is not nearly enough money, while Republicans are already balking at spending even that amount. What are you going to do to bring both sides together?

- The American people have made it very clear that they want Washington to solve this problem. According to recent polls, 84% of American say "the country needs to invest more in infrastructure" and 76% support the President's proposals of paying for that investment through a combination of government spending, bonds, and public-private partnerships.
- We think that any Member of Congress, Republican or Democrat, should be excited to deliver on this mandate from the people they serve.

Q: Senator Schumer has very publicly stated that he considers a deal on the Gateway project in New York and New Jersey to be a prerequisite to get him to the table on any infrastructure bill. Is the Administration prepared to revisit federal funding of Gateway in order to get infrastructure done?

- While we certainly aren't opposed to talking about Gateway, we're not going to start the discussion of rebuilding our entire nation with a single – albeit large – project, especially not one where 90% of the benefits go to local transit riders.
- Part of the problem with the old way of thinking about infrastructure was this focus on individual projects, when there are hundreds of projects around the

country that need improvement and investment. President Trump is changing the paradigm and challenging the system to modernize and bring American infrastructure into the 21st century

- The President spoke with stakeholders in the Gateway project last year, showing his willingness to discuss this project and hope to find a fiscally responsible path forward.