



# WASHINGTON UPDATE

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This Update supplements the [February 12 Update](#) with additional information about the Trump Infrastructure Plan and the Administration's FY'19 budget request.

## Infrastructure Plan

In addition to the new infrastructure programs that the Administration is proposing, the President's Infrastructure Plan provides a wide array of recommendations to help cut timelines for environmental reviews on infrastructure projects.

These streamlining principles vary from technical fixes to more sweeping changes that would significantly alter the way the federal government studies and approves infrastructure projects. Central to these sweeping changes is the "One Federal Decision" first introduced in an August 2017 [Executive Order](#). The Infrastructure Plan reaffirms the idea of a single decision document that satisfies all federal requirements (NEPA, Clean Water Act, Endangered Species Act, etc.) and also proposes a 21-month deadline to complete NEPA with permits required three months following – establishing a 24-month timeline to complete all federal environmental requirements.

As with the rest of the plan, it is difficult to determine the feasibility of such an idea without seeing legislative language, but it does signal an aggressive stance by the White House to reduce project timelines significantly.

## FY'19 Budget Request

Here is a [link](#) to US DOT's "FY'19 Budget Highlights". This document outlines the budget requests by mode and includes details about funding rationales, key program components, and funding implications. Page 41 lists those transit Capital Improvement Grants (CIG) which are recommended for funding. See more about the CIG program below.



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## FTA FY'19 Annual Report on Funding Recommendations

Here is a [link](#) to FTA's Annual Report on Funding Recommendations for FY'19 which was released yesterday. Consistent with the Administration's FY'19 budget recommendations, there is no request for funding for any new CIG projects. Only those projects that have existing Full Funding Grant Agreements (FFGAs) are recommended to be funded which includes eight New Start projects for a total of \$835.7M and two Core Capacity projects for a total of \$200M. No funding is requested for any Small Start projects.

The total CIG request, including \$10.5M for oversight, is \$1.046B. However, it is anticipated that Congress will increase funding for the CIG program when drafting the FY'19 THUD (USDOT) appropriations bill. For example, last year the Administration requested \$1.23B for CIG. However, the pending FY'18 House appropriation bill includes \$1.75B for CIG and the Senate bill includes \$2.13B. The general expectation is that the final FY'18 number will be closer to the Senate number than the lower House number, particularly since the recent budget deal provided significantly more room under the budget caps for domestic discretionary spending in both FY'18 and FY'19.

See pages 11 through 15 of the report for a variety of tables which list the status and ratings for all projects, including Small Starts and New Starts without an FFGA, that are currently in the CIG pipeline.