



## INFRASTRUCTURE PLAN DETAILS, FACTS & FIGURES<sup>1</sup>

**Fewer Jobs:** Taken together, the Administration's budget and infrastructure plan calls for spending \$200 billion over ten years. This spending would be offset by \$200 billion in cuts to other federal infrastructure programs such as New Starts, TIGER, and Amtrak, as well as a \$138 billion cut to the Highway Trust Fund.<sup>2</sup> In effect, this would cut \$1.69 for every \$1 of expenditure. The net effect would be job losses across America.

**\$800 Billion State & Local Tax Increase:** Through a roughly 4:1 match of state and local dollars with Trump's \$200 billion pot (which will be come from other crucial social programs), the infrastructure plan would result in about \$800 billion in state and local tax hikes. Combined with the recent tax changes that reduce the state and local tax (SALT) deductions, the plan also puts another burden on working and middle-class families.

**Cuts to Local Highway Construction Jobs:** Local construction jobs are at the most risk because the infrastructure plan dramatically cuts the Highway Trust Fund by \$138 billion in the coming years. This fund supports thousands of highway and public transportation projects in communities big and small, and is the foundation upon which states and regions build their infrastructure programs.

**Privatization:** Through private-public partnerships (P3s), the infrastructure plan will force state and local governments that are unable or unwilling to raise taxes to use private financing. P3s and private bank financing aren't necessary because governments already have access to low-cost municipal bonds and federal loan programs, typically at 2-3% interest rates. Because private investors will require approximately 10-15% in annual returns for financing, this will end up costing taxpayers 3 to 5 times more than bonds and federal loans. Corporate privatization of public services also usually leads to job losses. In a survey of 10 recent water system deals, an average of 1 in 3 workers lost their jobs after privatization.<sup>3</sup>

**Environmental Rollbacks:** The policy of the infrastructure plan is "build first and ask questions later." This approach may be great for developers, but it produces long-term community and environmental harms, leading to huge remediation costs in the future. When information is scarce and deadlines come in a blink, it's hard for communities, especially the most marginalized, to voice their needs.

**Promoting Inequality:** Ultimately, the infrastructure plan will promote economic and regional inequality because it provides an incentive for state and local governments to invest money for the federal government to match its funding. Many communities do not have the resources to invest what is required of them. The most financially vulnerable communities, most in need of an infrastructure investment, will therefore never be attractive to private investors seeking high returns. As a result, millions of Americans in struggling communities, both urban and rural, will be left behind.

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<sup>1</sup> Compiled with assistance from Center for American Progress and Leadership Conference on Civil and Human Rights

<sup>2</sup> Congressional Budget Office: [www.cbo.gov/sites/default/files/recurringdata/51300-2017-06-highwaytrustfund.pdf](http://www.cbo.gov/sites/default/files/recurringdata/51300-2017-06-highwaytrustfund.pdf)

<sup>3</sup> [www.foodandwaterwatch.org/sites/default/files/privatization\\_threatens\\_workers\\_report\\_may\\_2009.pdf](http://www.foodandwaterwatch.org/sites/default/files/privatization_threatens_workers_report_may_2009.pdf)