

## **Summary: 2018 Budget Blueprint**

On March 15, the White House Office of Management and Budget (OMB) released *America First: A Budget Blueprint to Make America Great Again*, outlining President Donald Trump's budget requests for Fiscal Year 2018. The blueprint outlines department-level funding requests, but program level funding is not detailed. Hill staff have indicated that a more detailed budget is expected to be released in the coming weeks. In addition, the President submitted a supplemental budget request for an additional \$33 billion in Department of Defense and Homeland Security funds to be offset by \$18 billion in unspecified non-defense discretionary funds. NAPA has reviewed the budget requests to determine its possible impact upon the asphalt pavement industry.

[To access the full 2018 Budget Blueprint click here.](#)

### **Department of Labor**

The proposed budget reduces Department of Labor expenditures by approximately 20 percent to \$9.6 billion. Eliminated from the budget is OSHA's training grant program. Although specifics are not included, one of OSHA's primary training grant programs is the Susan Harwood Program, which has been used to fund work zone safety training across the road construction industry and was helpful in disseminating the Roadway Safety Plus program.

[Click here for more details on the Department of Labor budget.](#)

### **Environmental Protection Agency**

The proposed budget reduces U.S. Environmental Protection Agency (EPA) expenditures by approximately 31 percent to \$5.7 billion. Although dollar values are not provided, the blueprint promises "robust funding for critical drinking and wastewater infrastructure. These funding levels further the President's ongoing commitment to infrastructure repair and replacement and would allow States, municipalities, and private entities to continue to finance high priority infrastructure investments that protect human health." Eliminated from EPA's program is funding for the Clean Power Plan and other climate change-related programs, research, and efforts. Also eliminated are a variety of state and regional programs, cutting more than \$1 billion from EPA's proposed budget.

[Click here for more details on the proposed Environmental Protection Agency budget.](#)

### **Department of Transportation**

The proposed budget reduces funding for the Department of Transportation by \$2.4 billion or 13 percent from 2017 Continuing Resolution levels. To streamline infrastructure spending, the budget eliminates the \$499 million TIGER Grant Program used to fund large- and small-scale infrastructure projects, including freight-related projects. The budget notes that the FAST Act's Nationally Significant Freight and Highway Projects Grant Program provides grants averaging \$900 million per year for eligible projects, including large highway and multimodal freight projects on the National Highway Freight Network. In addition, the budget introduces a multiyear reauthorization proposal that would privatize air traffic control; terminate Federal support for Amtrak's long-distance train services; eliminate funding for the Essential Air Service program, resulting in discretionary savings of \$175 million; and restrict funding for new projects under the Federal Transit Administration's Capital Investment Program.

[Click here for more details on the proposed Department of Transportation budget.](#)

For more information, contact Ashley Jackson (Transportation) at [ajackson@asphaltpavement.org](mailto:ajackson@asphaltpavement.org) or Howard Marks (Labor and EPA) at [hmarks@asphaltpavement.org](mailto:hmarks@asphaltpavement.org).