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To:  
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Subject: April 3rd Infrastructure Update | Building a Stronger America

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Good Morning,

President Donald J. Trump and his Administration aim to build a stronger America. Below you will find an update on the Trump Administration's action to rebuild our nation's infrastructure over the past week.

**President Trump Travels to Richfield, Ohio**

Last week, President Trump spoke to workers in Richfield, Ohio, where he touted his vision for rebuilding and modernizing America's crumbling infrastructure. The President's proposal includes \$200 billion in Federal funds to spur at least \$1.5 trillion in infrastructure investments across America. The Infrastructure Initiative also seeks to reform regulations and permitting processes to speed up project completion times. "The plan I have outlined in Congress is built on four key principles. It can be passed in one bill or in a series of measures. What matters is that we get the job done," said President Trump.

**Conference Call with Ivanka Trump on Workforce & Infrastructure**

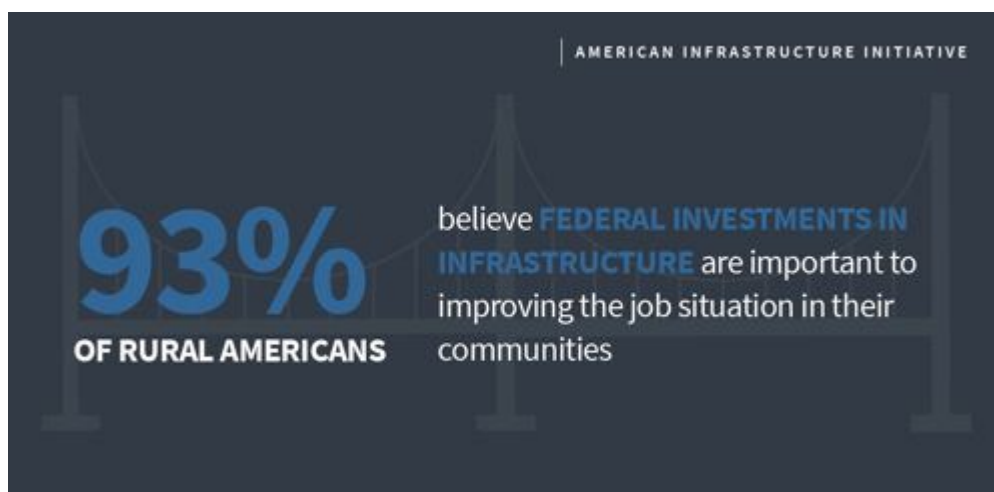
Thank you to those who were able to join last week's conference call on workforce and infrastructure with Ivanka Trump and the White House Domestic Policy Council. A top principle in the Trump Administration's infrastructure proposal is investing in America's most important asset: its people.

- **WHAT THEY ARE SAYING** | President Trump Visits Richfield, Ohio
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“We will build gleaming new roads, bridges, highways, railways, and waterways all across our land. And we will do it with American heart, and American hands, and American grit.”

President Donald J. Trump



#### WHAT THEY ARE SAYING | President Trump Visits Richfield, Ohio

**Secretary of the Interior Ryan Zinke:** “President Trump is a builder and he knows that infrastructure is not merely an expense, it’s an investment in America. Every dollar we put into rebuilding our roads, bridges, transmission lines, and pipelines will bolster the economy. At Interior we have tens of thousands of miles of roads and bridges, pipelines, trails, docks, and more. We also are responsible for permitting infrastructure projects whether they are on federal lands or not. Between investing in our public lands infrastructure to rebuild crumbling roads to streamlining the permitting process, we are supporting President Trump’s modernization of our nation’s infrastructure.”

**Secretary of Agriculture Sonny Perdue:** “The bold #infrastructureinamerica agenda from @POTUS is necessary to increase productivity and boost the economy for all Americans, including the agriculture sector. A quarter of the new federal dollars will flow to rural communities.

**National Association of Manufacturers President and CEO Jay Timmons:** “Like tax reform, a significant investment in our nation’s infrastructure has the power to supercharge manufacturing in America by improving our competitiveness while also making our families and communities safer. The administration has already delivered on some important permitting reforms, and the president’s call for a substantial \$1.5 trillion investment is the kind of leadership manufacturers have wanted for a very long time.”

**Senate Committee on Commerce, Science, and Transportation:** “Today @POTUS addressed the need for #InfrastructureInAmerica as part of his speech in Richfield, Ohio

**House Energy and Commerce Committee:** “Our committee has been working on solutions that fit @POTUS’s #infrastructure vision.”

**House Natural Resources Committee:** “From the start, @realDonaldTrump has ensured environmental review and permitting process for infrastructure projects is coordinated, predictable, and transparent.”

**Senate Environment and Public Works Committee Chairman Sen. John Barrasso (R-WY):** “Republicans in Congress are eager to answer President Trump’s call to address America’s aging infrastructure and the outdated rules and regulations that drive up costs. Democrats must now keep their commitment to achieve these goals. It’s time to work together in a bipartisan way for the American people.”



## **GEORGIA HOUSE SPEAKER RALSTON | A Call to Action for “Building a Stronger America”**

From the world’s busiest airport to the fastest growing container port in America, Georgia leads the nation in moving people and goods. That didn’t happen by accident. On the contrary, for generations, Georgians have invested in the infrastructure necessary to facilitate our forward momentum.

Recently, we have invested in deepening the Port of Savannah with a quarter of a billion dollars in state funding. We have also modernized our funding for roads and bridges through the Transportation Funding Act of 2015 (HB 170). We have planned prudently and invested wisely, but we still have more work to do. And, for the first time in many decades, we have an ally in Washington, D.C.

I was invited to represent Georgia at the White House last month as President Trump unveiled his infrastructure framework. Titled “Building a Stronger America,” the President’s plan builds on his strength as a builder. He is someone who spent his life creating and expanding economic opportunity for others. His plan calls for \$200 billion in new federal infrastructure funding to generate \$1.5 trillion in investments working with state and local governments as well as the private sector. Aside from the dollar amount, there are three key points to President Trump’s plan that make it good for Georgia and the rest of the country.

First, “Building a Strong America” will offer state and local governments an unprecedented level of flexibility – allowing us to make decisions at home rather than in Washington, D.C. That’s how infrastructure should be built. For too long, we have been told where our priorities should be. Now, we will get to drive the conversation and identify projects that matter to Georgians – not bureaucrats.

Second, the President’s plan will emphasize investments in rural America. At least \$50 billion will be spent on projects outside of major urban centers. In Georgia, we have already discovered the need for these investments through the work of our House Rural Development Council. As they met in communities like Toccoa and Tifton, they learned firsthand that the lack of high-speed internet is stifling growth in our rural communities.

That's exactly the kind of need that "Building a Strong America" is designed to address.

Third, this infrastructure plan will accelerate the federal permitting process. The President's goal is for the federal government to process all permits in two years or less. That will save precious time and money. Georgia has already shown the rest of the country what can happen when regulators work shoulder to shoulder with builders. When a portion of I-85 collapsed last year, early projections were that it would take several months to clear the rubble and rebuild. We did it in just six weeks. One of the key factors in the acceleration of that project was expediting the permitting process. As much promise as this plan holds, there is still a lot of work to be done to make it a reality.

I encourage you to learn more about the President's plan for "Building a Stronger America." I encourage you to share your thoughts with your representatives in Washington and ask them to work with the President on making this plan a reality. As difficult as it may be, we have to set aside our partisan differences and put America's future first. "Building a Strong America" could make our economy stronger and our future brighter. It could make America the envy of the world once again – creating thousands of jobs and driving innovation. But, none of this will happen if we don't put this plan into action. Tell Congress that it's time to get to work!

*David Ralston (R-Blue Ridge) is the 73rd Speaker of the Georgia House of Representatives. He represents Fannin and Gilmer counties and a portion of Dawson County.*

[Read the full Op-Ed here.](#)



President Donald J. Trump addresses his remarks at Local 18 of the International Union of Operating Engineers apprenticeship and training site, Thursday, March 29, 2018, in Richfield, Ohio, promoting the benefits of the administration's infrastructure initiative to improve the nation's roads, bridges, railways and waterways. (Official White House Photo by Shealah Craighead)

**THE AMERICAN WORKER | Better Prepare American Workers for the Jobs of Today & Tomorrow**  
**INVESTING IN AMERICAN WORKERS: The President's proposal will help better prepare American workers for the jobs of today and tomorrow.**

- President Trump's proposal for rebuilding infrastructure in America will help give more American workers access to education and workforce-development programs by:
  - Expanding Pell Grant eligibility to high-quality short-term programs.



- Better distributing Federal Work Study program funds to ensure more students gain relevant workplace experience.
  - Reforming the Carl D. Perkins Career and Technical Education (CTE) program so that more funds go to programs which meet local workforce needs.
- The President is appearing at a training site for International Union of Operating Engineers (IUOE) Local 18's apprenticeship and training program.
  - IUOE Local 18's training and apprenticeship program is one of the largest IUOE training programs in the country, serving over 15,000 members.
  - The program offers a range of opportunities for workers to develop and improve the skills they need to succeed in their fields.
  - Classes offered by the program provide workers with training in operating industry machinery, including bulldozers, forklifts, cranes, backhoes, and more.
- Skills-training and apprenticeship programs like IUOE Local 18's are critical resources that help prepare workers for high-demand, well-paying jobs.
  - More than 90 percent of all apprenticeship program participants gain employment after completing their programs according to data from the Department of Labor.
- Too many American workers have been unable to fill well-paying jobs due to insufficient access to skills-training programs.
  - There are currently 250,000 job openings in the construction industry and 305,000 in transportation, warehousing, and utilities.
  - According to a 2014 study by Georgetown University, just under two-thirds of all jobs will require some form of training or education beyond high school by 2020.



## **FACTSHEET | Infrastructure Investment Will Build a Stronger American Economy**

**GROWING THE AMERICAN ECONOMY:** Expanding infrastructure investment would increase American economic growth and prosperity.

- President Donald J. Trump's proposal for rebuilding infrastructure in America uses \$200 billion in Federal funds to spur at least \$1.5 trillion in infrastructure investments.
- According to an analysis by the Council of Economic Advisers (CEA), a 10-year \$1.5 trillion infrastructure investment program could add between 0.1 and 0.2 percentage points to annual average gross domestic product (GDP) growth.
- Stronger GDP growth from increased infrastructure investment would help boost the American economy, raise wages for American workers, and improve the standard of living in American communities.

**GENERATING ECONOMIC OPPORTUNITY FOR AMERICAN WORKERS: New investments in infrastructure would provide American workers with well-paying job opportunities.**

- A major infrastructure investment program would provide employment opportunities for Americans who did not attend college.
- CEA estimates that a \$1.5 trillion infrastructure investment would result in the employment of 290,000 to 414,000 additional infrastructure workers, on average, over a ten-year window.
  - There are an estimated 350,000 infrastructure workers currently unemployed and available to fill positions.
  - The positive effect on employment could be even greater if States loosen licensing requirements that prevent workers from working across State lines.
- Increasing infrastructure employment would especially benefit workers with fewer years of education.
  - In 2016, 62 percent of infrastructure workers had a high school degree or less.
  - Infrastructure jobs pay workers without any college education median hourly wages that are 14 percent higher than other occupations.
  - Skilled trade jobs often involved in infrastructure work provide a wage premium of 32 percent.
- President Trump's plan includes reforms to improve access to education and workforce-development programs, including expanding Pell Grant eligibility to high-quality, short-term programs and reauthorizing the Carl D. Perkins Career and Technical Education Act.
  - These reforms would help prepare American workers to fill infrastructure jobs as well as jobs in other sectors of the economy.

**DELIVERING PROJECTS TO AMERICAN COMMUNITIES SOONER: Inefficient Federal permitting and review processes are slowing down infrastructure projects, delaying community access to needed improvements.**

- The time it takes for infrastructure projects to navigate Federal environmental reviews is increasing, creating further delays for much-needed infrastructure projects.
  - The final Environmental Impact Statements issued in 2016 took an average of 5.1 years to complete, up more than 8 percent from 2014.
  - Average Federal permit approval times have also increased in some sectors.
- Reforming Federal regulations and permitting processes to speed up project completion times would give communities faster access to rebuilt and modernized infrastructure.
- Reducing project completion times would give communities quicker access to the time savings, health and safety benefits, and increased business activity that come along with infrastructure investments.
- The President's plan for rebuilding infrastructure in America shortens the environmental review process to two years and establishes a "one agency, one decision" structure.



Secretary Chao in Loudoun County w/ Rep. Barbara Comstock & local officials to celebrate \$25 million TIGER Grant to the Northstar Boulevard project: "This project demonstrates the importance of cooperation between the Federal government and state and local governments"



**Rick Perry**   
@SecretaryPerry

Follow

America's energy infrastructure is in need of rebuilding, and @POTUS' "Building a Stronger America" infrastructure initiative will empower state, local, tribal, and private partners to invest in our future wisely. [#NewEnergyRealism](#)



Rising LNG exports a sign Trump administration's infrastructure policies are ...  
Thanks in large part to the president's policies, one of our most important exports in the coming years will be energy, writes Energy Secretary Rick Perry.  
[cleveland.com](#)

## Energy Secretary Rick Perry | Rising LNG Exports A Sign Trump Administration's Infrastructure Policies Are Paying Off

*The Plain Dealer* (Cleveland, Ohio)

State and local leaders are being empowered by President Donald Trump to decide how best to rebuild America's aging infrastructure.

...

President Trump's "Building a Stronger America" infrastructure initiative will empower partners at the State, local, Tribal, and private levels to invest wisely. Particular emphasis will be placed on developing rural America, which has been left behind for far too long.

And rather than erecting regulatory barriers that needlessly get in the way of infrastructure projects, Washington will focus on removing them – streamlining permitting, fast-tracking construction, and strengthening America's workforce – while putting more power where it belongs, back in the hands of locals.

...

Thanks in large part to the President's policies, one of our most important exports in the coming years will be energy. We have recently become a net exporter of liquefied natural gas (LNG), but fully realizing the benefits of America's energy abundance will require investments in new pipelines, railways and ports.

For example, America now has two substantial LNG export facilities in operation. Sabine Pass, spanning the border between Texas and Louisiana, and Cove Point in Maryland are currently loading LNG tankers for the international market. Six more are under construction and are nearly ready for commercial operation. Once online, these facilities will enable the export of more than 10 billion cubic feet of LNG per day to our friends and allies around the world.

...

Past private infrastructure projects, like these export facilities, have languished for years under a burdensome and multi-layered federal permitting process, even though most infrastructure is not federally owned. The President's "One Federal Decision" proposal seeks to shorten permitting review to two years, or less, while continuing to protect our environment.

The President recognizes how essential a modern and vibrant infrastructure is to our economic growth. He also knows that Washington doesn't always know what's best. Rather, he trusts communities to set priorities based on their unique needs and goals. And, most importantly, he wants to get the Federal government out of the way of rebuilding America.

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[Read the full op-ed here.](#)



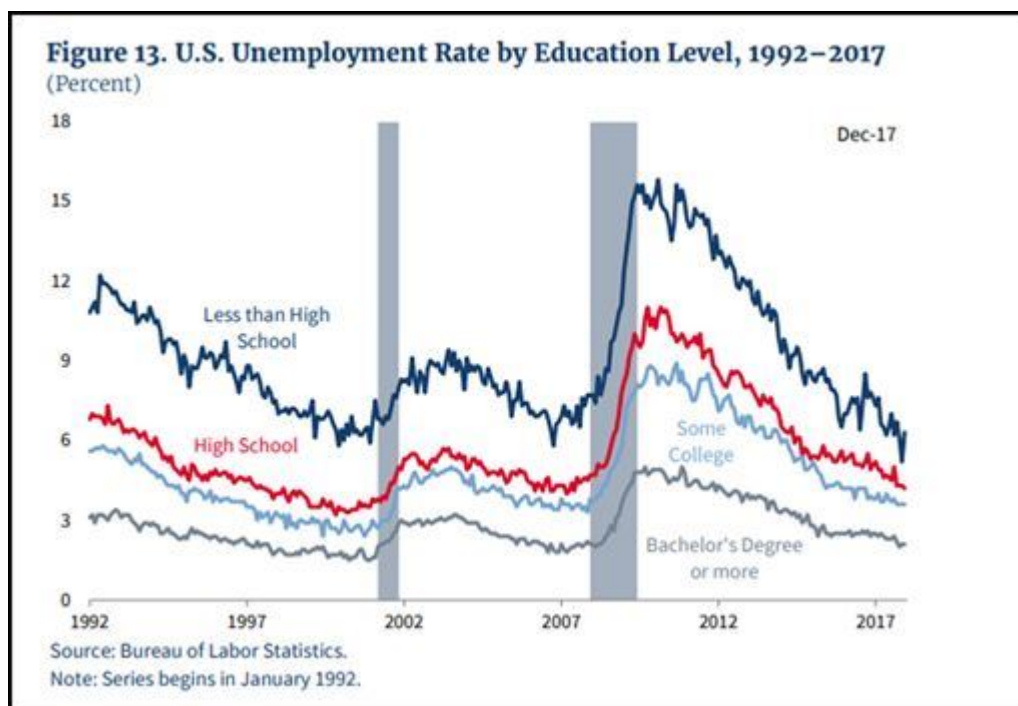
# The Economic Benefits and Impacts of Expanded Infrastructure Investment

The Council of Economic Advisers  
March 2018

## COUNCIL OF ECONOMIC ADVISERS | Economic Benefits and Impacts of Expanded Infrastructure Investment

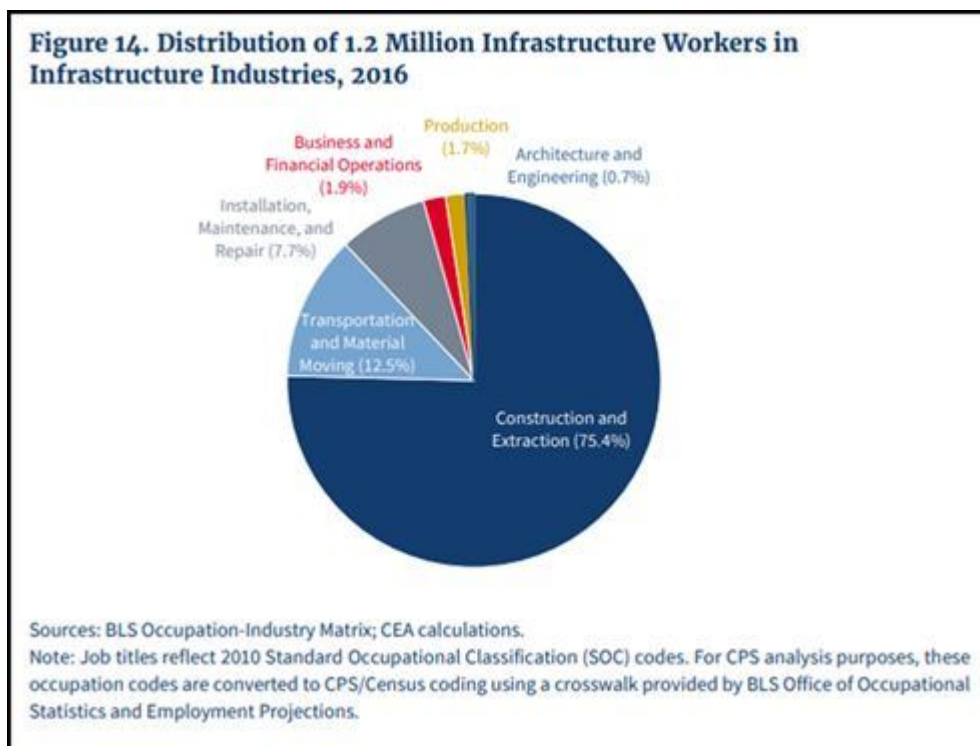
The Council of Economic Advisers (CEA) released a report detailing the potential economic benefits from a comprehensive public infrastructure program. Please see below for the executive summary and read the full report [here](#).

In this paper, CEA investigates the likely impacts from a comprehensive public infrastructure program. The program includes a 10-year, \$1.5 trillion program of infrastructure investment as well as new administrative and regulatory policies intended to increase efficiency and speed delivery of infrastructure projects. CEA assesses the likely impacts of the program across three key domains: GDP growth, time needed for project completion, and labor market opportunities for infrastructure workers.



- CEA estimates that a 10-year, \$1.5 trillion program of infrastructure investment could add between 0.1 and 0.2

- percentage point to average annual real growth in gross domestic product (GDP). We further argue that getting the greatest possible impact from the program will require using our existing assets more efficiently, for example by using congestion pricing to allocate scarce capacity to its best uses.
- CEA notes that the average time needed to complete final Environmental Impact Statements (EIS) reached 5.1 years for EIS completed in 2016, up from 4.7 years from two years earlier. CEA also finds that the average time needed to approve pipeline permit applications submitted to the Federal Energy Regulatory Commission (FERC) has risen over time and estimates that the median days needed for approval of pipeline project applications submitted in 2015 was 472 days. Speeding up the time needed to complete infrastructure projects is valuable because it accelerates the receipt of project benefits. CEA notes that the full Federal environmental and permitting process includes many components, of which compliance with the National Environmental Policy Act (NEPA) is only one element. Contingent on the projected impacts of a project, both the lead Federal agency and other agencies may have to issue permits to satisfy Federal laws, and each of those determinations would also be subject to a NEPA determination by that agency. Overall, the entire process can include many studies and procedures that occur prior to the initiation of one agency's NEPA process and continue after that agency's NEPA process has concluded.
- Expanded infrastructure investment would also have direct implications for American workers. The President's plan would likely result in the employment of 290,000 to 414,000 additional infrastructure workers, on average, over a 10-year window, although these employment gains may be offset by losses elsewhere in the economy. Infrastructure jobs are particularly lucrative for, and disproportionately employ, workers with a high school degree or less. Infrastructure workers with a high school degree or less earn 14 percent more in median hourly wages than non-infrastructure occupations, while a subset of these workers, in skilled trades, obtain an even higher median hourly earnings premium of 32 percent.





## **IMPACT IN ALASKA | LNG Project Continues to Make Progress in Alaska (*Daily News-Miner*)**

FAIRBANKS — “This schedule is a necessary step forward for the Alaska LNG project and provides a clear trajectory for Alaskans’ efforts to commercialize our massive reserves of natural gas. FERC’s schedule for this project — the largest energy infrastructure project in America — outlines a completion track by 2024 or 2025, so that it can bring affordable energy to Alaskans and help meet growing global demand for this clean-burning fuel.”

That was Sens. Dan Sullivan and Lisa Murkowski in their press release in response to some historic news that Alaskans got last week. On March 13, the Federal Energy Regulatory Commission determined that it now has the information necessary to complete the analysis and publish a schedule for the drafting of an Environmental Impact Statement for the Alaska Liquefied Natural Gas project. The outcome of this process should be an order on March 8, 2020, that authorizes the Alaska Gasline Development Corporation to construct Alaska LNG.

On behalf of AGDC and Alaskans across the state, I want to say how grateful I am to FERC and to this federal administration for their commitment to being responsive and take action on this critical infrastructure project. It is one thing to say that a project is on the fast track – as President Donald Trump and Secretary of the Interior Ryan Zinke have both publicly said – it is quite another thing for actual progress to reflect that stated goal. I am impressed.

AGDC first filed an application for a Natural Gas Act Section 3 permit with FERC on April 17. That application reflected thousands of hours of work by our team. FERC reviewed more than 60,000 pages of AGDC reports in just eight months. They responded with 801 questions seeking clarification and further data. AGDC provided responses to 100 percent of those questions by the beginning of this year. Additional questions are inevitable and typical of a project of this magnitude. We anticipate that we will continue to go back and forth in dialogue with FERC throughout the permitting process. But it is nothing short of commendable how quickly and thoroughly the lead federal regulators have worked with us so far.

The gasline is a vital component of Alaska’s future and will turbocharge our economy. The Alaska LNG project will be the nation’s largest energy project. This project will bring thousands of jobs to Alaskans, slash the cost of energy in our communities and allow Alaska’s massive, proven, but stranded, natural gas resources to secure energy dominance for our country.

Construction equals jobs and could begin as early as 2020. We anticipate as many as 12,000 direct jobs during construction. The range of direct and indirect occupations involved in this project will require a workforce from across the state. In response to the FERC announcement, the president of the Alaska AFL-CIO stated, “We are heartened by this great news from FERC. In a short while we, along with many other Alaska organizations, will be building a workforce for this project which will help turn our lagging construction economy around.”

Alaska businesses and resident workers will be first in line to benefit. The Alaska Bidder and Alaska Hire policies and a strong project labor agreement will make certain this happens. Alaskans are already training for the various roles this project will require. We can be proud of our network of in-state Joint Apprenticeship Training Centers, career and technical education providers, Registered Apprenticeship programs and the University of Alaska system. We have long been at the top of the game when it comes to oil- and gas-related training, and Fairbanks hosts the only comprehensive pipeline industry training center in the United States. To meet the employment needs of this project with Alaska hire, we must continue to expand the capacity of Alaska’s training programs and institutions.

We all know that high energy costs have long presented a chokepoint for Alaska's economy. When the pipeline is complete, Alaska gas will go to Alaska communities before making its way to Asia. Access to this new source of energy could lower the cost of energy in communities such as Fairbanks by half or more. Thanks to state Sen. Lyman Hoffman, 20 percent of the state's ownership royalty share will go toward a rural capital energy fund so even communities off the pipeline corridor will benefit.

Finally, we recognize that reducing the trade imbalance between the U.S. and China is a top priority for our federal administration. Our analysts believe that no project in the country could have a greater immediate impact on reducing that trade imbalance. Leaders in Washington, D.C., have made it clear they recognize that potential as well.

Alaska's congressional delegation, our legislators and local community leaders all deserve a lot of credit for their commitment and vision for this project. With another critical step forward last week, the team at AGDC is on track to make the Alaska LNG project deliver for all Alaskans, from Kotzebue to Ketchikan.

*Keith Meyer is president of the Alaska Gasline Development Corp.*



“We’re launching the next phase of America’s economic comeback. We’re going to rebuild America’s crumbling infrastructure.”

President Donald J. Trump

Please let us know if you have any questions.

Thanks,  
Nic

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Nicholas D. Pottebaum  
Associate Director  
White House Office of Intergovernmental Affairs