



American Road  
& Transportation  
Builders Association

# SPECIAL REPORT: The Presidential Candidates on Transportation

**Final Edition**

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Election Day is Nov 8. Since the beginning of the year, ARTBA has carefully monitored the candidates' positions on transportation policy.

This report contains information drawn principally from debate transcripts, public statements, legislative votes, writings and the candidates' official websites and social media postings. In addition to the records and views of the two major party presidential and vice-presidential candidates, the end of the report also offers a look at the planks of each party's platform as it relates to transportation infrastructure and investment.



DEMOCRATS

## Democratic Presidential Nominee Hillary Clinton

U.S. Secretary of State (2009-2013)

U.S. Senate, New York (2001-2009)

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### 2015-16 Presidential Campaign

**Excerpt from presidential debate, Sept. 26, 2016** – “First, we have to build an economy that works for everyone, not just those at the top. That means we need new jobs, good jobs, with rising incomes. I want us to invest in you. I want us to invest in your future. That means jobs in infrastructure, in advanced manufacturing, innovation and technology, clean, renewable energy, and small business, because most of the new jobs will come from small business.”

**July 29, 2016 acceptance speech** — “In my first 100 days, we will work with both parties to pass the biggest investment in new, good-paying jobs since World War II. Jobs in manufacturing, clean energy, technology and innovation, small business, and infrastructure. If we invest in infrastructure now, we’ll not only create jobs today, but lay the foundation for the jobs of the future. And we will transform the way we prepare our young people for those jobs.”

**May 25, 2016**— Pledges to send “a comprehensive infrastructure proposal to Congress in her first 100 days in office.” She released a five-year proposal in November 2015 that would increase federal infrastructure investment by \$275 billion. “We will start working immediately because I want to get this issue behind us,” Clinton said, call her plan “the biggest infrastructure investment since Dwight Eisenhower’s Interstate Highway System.”

The full proposal, “Hillary Clinton’s Infrastructure Plan: Building Tomorrow’s Economy Today,” is accessible at [www.hillaryclinton.com](http://www.hillaryclinton.com).

The plan specifically calls for:

- Increasing direct public investment in infrastructure improvement by \$250 billion over five years. The proposal does not specify how funds would be allocated among various infrastructure programs. It does, however, explicitly reference the 2015 FAST Act surface transportation program reauthorization by stating, “Clinton’s plan would go further, dramatically growing federal investments and laying foundations for future growth;”
- Creating a national infrastructure bank to leverage \$25 billion in federal funds to support up to \$225 billion in direct loans, loan guarantees, and other forms of credit enhancement;
- Establishing a national freight investment program and “initiating upgrades of at least the 25 most costly freight bottlenecks by the end of her first term;”
- Reauthorizing the “Build America Bonds Program” that was created by the American Recovery and Reinvestment Act in 2009 to lower the cost of borrowing for state and local governments in financing infrastructure projects; and
- Generating the necessary revenue through “business tax reform” to support these enhanced investments.



# DEMOCRATS

The Clinton campaign claims her proposal would also:

- “Fix and expanding our roads and bridges, reducing congestion and cutting the ‘pothole tax;”
- “Expand public transit options to lower transportation costs and unlock economic opportunity;”
- “Connect all American to the digital economy with 21st-century internet access;”
- “Accelerate aviation technology and invest in American airports;”
- “Build a faster, safer, and higher capacity passenger rail system;” and
- “Build energy infrastructure for the 21st century.”

## **Nov. 30, 2015— “Hardhats for Hillary” Campaign Event, Boston, Massachusetts:**

Secretary Clinton proposed a 5-year, \$275 billion plan for federal infrastructure investment on top of existing levels, including roads, bridges, transit, airports, high speed rail, energy facilities and internet access. She would allocate \$25 billion of that amount to capitalize a national infrastructure bank, and reauthorize the Build America Bonds program. Secretary Clinton would fund these additional investments through “business tax reform.”

## **2007-08 Presidential Campaign**

### **Aug. 7, 2007—Democratic Presidential Debate, Chicago, Illinois:**

“We have to make investments in infrastructure... This will create jobs, not only if we once again focus on our bridges, our tunnels, our ports, our airports, our mass transit—it will put millions of people to work—but it is also part of homeland security.

“We need to have a better infrastructure in order to protect us. And it’s not only the physical infrastructure, it is the virtual infrastructure, like a national broadband system that our police and firefighters can actually access and use to be safe. So I think that we’ve got to look at this, with the disaster that we see, from the levees of New Orleans to the bridge in Minneapolis to what happened to us in New York City on 9/11, as the highest priority, and it will be at the top of my list when I’m president.”

**Aug. 8, 2007**—A week after the Minneapolis I-35W bridge collapse, Sen. Clinton released a “Rebuild America” plan, intended to address various infrastructure needs. Her plan encompassed a range of transportation and infrastructure investment proposals, including:

- \$10 billion over 10 years to address more than 60,000 structurally deficient bridges;
- \$250 million to assist states in conducting emergency reviews of critical infrastructure to ensure safety;
- A \$1.5 billion annual increase in mass transit investment;
- A \$1 billion annual increase for intercity passenger rail activities; and
- A \$200 million increase for the U.S. Department of Transportation’s congestion relief programs.

**April 8, 2008**—Because of rising gas prices and the economic slowdown at the time, Sen. Clinton proposed suspending the 18.4-cent-per-gallon federal gas tax during the upcoming summer travel season. Her proposal would replace the lost Highway Trust Fund revenue by raising taxes on the oil industry. This followed a similar proposal from Sen. John McCain (R-Arizona), the front-runner for the Republican nomination. Sen. Clinton’s principal Democratic rival, Sen. Barack Obama (D-Ill.) opposed a gas tax suspension. Their disagreement emerged as a key issue (complete with television ads devoted to this topic) in the Indiana presidential primary. Ultimately, Sen. Clinton defeated Sen. Obama in Indiana on May 6 by just over 1 percentage point.



DEMOCRATS

## Democratic Vice Presidential Nominee Tim Kaine

U.S. Senate, Virginia (2013-Present)

Governor, Virginia (2006-2010)

Lieutenant Governor, Virginia (2002-2006)

Mayor, Richmond (1998-2001)

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### 2016 Vice Presidential Campaign

**Excerpt from vice presidential debate, Oct. 4, 2016** – “Hillary and I have a plan that's on the table that's a "you're hired" plan. Five components. First thing we do is we invest in manufacturing, infrastructure, and research in the clean energy jobs of tomorrow.”

**Excerpt from his July 27, 2016 acceptance speech** — “Now I have the honor of serving in the Senate. I work on the Armed Services and Foreign Relations Committees to keep us safe at home and strong in the world. I work on the Budget Committee with Bernie Sanders, a great leader, fighting for investments in education, health care, research, and transportation.”

### U.S. Senate Career

**FAST Act** — During the legislative process that resulted in passage of the “Fixing America’s Surface Transportation (FAST) Act in 2015, Sen. Kaine voted yes on a key motion and the final version of the Senate bill (July 22-30, 2015 - H.R. 22). In December 2015, Sen. Kaine voted for the final passage of the FAST Act, the five-year reauthorization bill fashioned by the House-Senate conference committee. (The bill passed 83-16.) ARTBA supported this bill.

**Excerpt from Dec. 3, 2015 press release regarding the FAST Act** — “I supported the transportation bill the Senate passed tonight, the FAST Act, because it provides something we haven’t had in years – higher investment in America’s transportation infrastructure and the long-term certainty of a five-year bill. This investment will generate returns for the economy and commuters by saving gasoline not burned, work productivity not lost, and family time not missed from idling in traffic or waiting for delayed trains...”

**From [www.kaine.senate.gov](http://www.kaine.senate.gov), “Transportation & Infrastructure”** — “It is penny-wise and pound-foolish to starve transportation funding, pat ourselves on the back for being frugal, and then complain about traffic I’m happy to report that in December 2015, both parties came together to pass the FAST Act, an overwhelmingly bipartisan 5-year transportation bill that bolsters investment in the nation’s highway and rail infrastructure. The Department of Transportation cites 3,574 structurally deficient or functionally obsolete bridges in the Commonwealth and 77 hours per year - two full work weeks of hours - that the average Northern Virginia commuter spends sitting in traffic”

**July 29, 2014**—Senator Kaine voted against an amendment (No. 3584) sponsored by Sen. Mike Lee (R-Utah) that would largely “devolve” much of the responsibility for the national surface transportation systems to the states. (The amendment failed 28-69.) The Senate considered it during debate on the Highway and Transportation Funding Act of 2014 (H.R. 5021) which temporarily extended the federal surface transportation programs. ARTBA opposes all forms of this legislation.

### Virginia Governor Career

During each of his first three years in office, Governor Kaine proposed raising around a billion dollars per-year in transportation funding revenue largely from fees or taxes related to motor vehicles. None of his tax proposals cleared the Republican-dominated House of Delegates during his term and he stated that this was his biggest regret when he left office.



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From [www.kaine.senate.gov](http://www.kaine.senate.gov), “**Transportation & Infrastructure**”: — “Infrastructure is key to our nation’s economy and global competitiveness. Not only do investments in infrastructure support critical transportation needs, they are also an avenue for job creation and raise our platform for economic growth.

“As Governor of Virginia, I made infrastructure funding a top priority and I’m proud of the progress we made in making Rail to Dulles a reality, securing federal funds for HOT lanes on the Beltway and I-95, installing a light-rail system in Norfolk, and expanding Amtrak service to Richmond and Hampton Roads while extending new service to Lynchburg and Roanoke. These are the kinds of investments that help our economy grow and thrive.”

**Excerpt from December 2009 interview with The Examiner** — “If something were to happen in Virginia like a Minnesota bridge collapse, I know the legislature would fix this immediately...I just think we ought to fix these problems before there’s a crisis or cataclysm.”

**Excerpt from a June 2008 news conference in regards to a gas tax increase** — “You’re not going to see me veto a bill that meets those objectives.”

**Excerpt from April 2006 interview with Washington Post Radio’s “Ask the Governor” Program** — “The right way to solve this problem is to do it without a gas tax...I’ve told the Senate leadership that there is no way that the ultimate compromise, in my view, is going to include a gas tax.”

**Excerpt from a July 2005 debate with his Republican gubernatorial opponent, Jerry Kilgore** — “[I will] veto any tax increase... unless the transportation trust fund is locked up. There’s no way to tax and pave our way out of the transportation problem...”

“I’m very clear on this...I’m not going to ask people for any more revenue when there’s no guarantee that the revenue will go to transportation.”



## Republican Presidential Nominee Donald Trump

Chairman and President, Trump Organization

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### 2015-16 Presidential Campaign

**Oct. 27, 2016** – Advisors to Trump released a plan to spend \$1 trillion on a variety of infrastructure projects over 10 years if he is elected. Trump would ask Congress to authorize \$137 billion in tax credits, equal to 82 percent of the equity amount, for construction companies looking to build infrastructure projects with revenue streams attached to them.

The tax credits would leverage an estimated \$167 billion in investment by the companies that receive them, who would in turn borrow money on the private market to finance up to \$1 trillion in total spending. That spending would then create an estimated 6 million jobs. Wages and corporate profits would be taxed to offset the government's lost revenue from the tax credits.

**Excerpts from presidential debate, Sept. 26, 2016** – “When we have \$20 trillion in debt, and our country's a mess, you know, it's one thing to have \$20 trillion in debt and our roads are good and our bridges are good and everything's in great shape, our airports. Our airports are like from a third world country...”

“We're a serious debtor nation. And we have a country that needs new roads, new tunnels, new bridges, new airports, new schools, new hospitals. And we don't have the money, because it's been squandered on so many of [Clinton's] ideas...”

“[W]e're opening [a hotel in] the Old Post Office [in Washington, D.C.]. Under budget, ahead of schedule, saved tremendous money. I'm a year ahead of schedule. And that's what this country should be doing.

“We build roads and they cost two and three and four times what they're supposed to cost. We buy products for our military and they come in at costs that are so far above what they were supposed to be, because we don't have people that know what they're doing.

“When we look at the budget, the budget is bad to a large extent because we have people that have no idea as to what to do and how to buy. The Trump International [Hotel] is way under budget and way ahead of schedule. And we should be able to do that for our country.”

**Aug. 2, 2016** — **Excerpts from Fox Business Network's Varney & Co. program:** “We are going to rebuild our infrastructure. And by the way, [Hillary Clinton's] numbers [are] a fraction of what we're talking about. We need much more money than that to rebuild our infrastructure, our roads...”

“I would say at least double her numbers, and you're going to really need more than that. We have bridges that are falling down... I don't know if you've ever seen the warning charts, but we have many many bridges that are in danger of falling. They're old, they haven't been fixed...”

[The host, Stuart Varney, asked Mr. Trump where he would get \$800 billion to \$1 trillion to fund this effort.]

“We're going to have to go out with a fund. We'll get a fund. We'll make a phenomenal deal with the low interest rates. And we're going to have to rebuild our infrastructure. We have no choice...”

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# REPUBLICANS

[He was asked “who would put money into that fund?”]

“People, investors. People would put money into the fund. The citizens would put money into the fund. And we will rebuild our infrastructure with that fund. And it will be a great investment and it’s going to put a lot of people to work. We need jobs...

“These would be sold as bonds, so we would do infrastructure bonds from the country, from the United States...

“We have to fix our infrastructure, but we have to fix it [without] cost overruns. We have to get it done properly. Like I’m building the Old Post Office on Pennsylvania Avenue [in Washington, D.C.]. We’re under budget and ahead of schedule by over a year. That’s the way we have to build...

“So nobody can build better than I can... Nobody knows construction better than I can. I have great relationships with the people who are going to do the work, and they have the wrong contract system. They have a system that inspires cost overruns, and we can’t do that...”

**Excerpt from July 21, 2016 acceptance speech** — “President Obama has doubled our national debt to more than \$19 trillion, and growing. Yet, what do we have to show for it? Our roads and bridges are falling apart, our airports are in Third World condition, and forty-three million Americans are on food stamps...

“With these new economic policies, trillions of dollars will start flowing into our country. This new wealth will improve the quality of life for all Americans – We will build the roads, highways, bridges, tunnels, airports, and the railways of tomorrow. This, in turn, will create millions more jobs. We will rescue kids from failing schools by helping their parents send them to a safe school of their choice.”

**June 6, 2016— Interview on “The O’Reilly Factor,” Fox News** – “All right, look, number one, I have great respect for women. I was the one that really broke the glass ceiling on behalf of women more than anybody in the construction industry. And my relationship, I think, is going to end up being very good with women.”

**Feb. 23, 2016—New York Times article**— “Donald Trump in New York: Deep Roots, but Little Influence” — “Mr. Trump revels in his reputation, boasting about not paying some of his outstanding legal and construction bills. ‘If they do a bad job, they have to suffer,’ he said. ‘If they overbill me or if they don’t do a good job, I take plenty of time to pay them and I negotiate with them.’”

**Aug. 23, 2015—From an interview on ABC’s *This Week* program:**

“There’s tremendous divisions throughout [Wisconsin]. The roads aren’t being built properly, you know, he stopped a lot of work because he doesn’t want to raise taxes so instead of raising taxes, [Governor Scott Walker’s] borrowing for help, and the state is very ‘over levered.’”

**June 16, 2015—From Mr. Trump’s campaign announcement, New York City:**

“[As president I’d] rebuild the country’s infrastructure. Nobody can do that like me. Believe me. It will be done on time, on budget, way below cost, way below what anyone ever thought. I look at the roads being built all over the country, and I say I can build those things for one-third. What they do is unbelievable, how bad...”

“We have to rebuild our infrastructure, our bridges, our roadways, our airports. You come into La Guardia Airport, it’s like we’re in a third world country. You look at the patches and the 40-year-old floor. They throw down asphalt... And I come in from China and I come in from Qatar and I come in from different places, and they have the most



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incredible airports in the world. You come to back to this country and you have LAX, disaster. You have all of these disastrous airports. We have to rebuild our infrastructure.”

**May 12-13, 2015—Tweets from Donald J. Trump’s Twitter account**—Following the Amtrak train accident in Philadelphia, Mr. Trump sent a series of tweets:

“Amtrak crash near Philadelphia, trail derails – many hurt, some badly. Our country has horrible infrastructure problems. Pols can’t solve!”

“The only one to fix the infrastructure of our country is me – roads, airports, bridges. I know how to build, pols only know how to talk!”

“TRAIN WRECK just the beginning. Our roads, airports, tunnels, bridges, electric grid—all falling apart. I can fix for 20% of pols, & better.”

**April 22, 2015—From a video posted on Donald J. Trump’s Facebook page:**

“I don’t like what I see happening to America...The infrastructure of our country is a laughingstock all over the world...Our airports, our bridges, our roadways—it’s falling apart...It’s a terrible thing to see.”

**2015—Excerpted from “Crippled America: How to Make America Great Again,” by Donald J. Trump, Threshold Editions:**

#### “OUR INFRASTRUCTURE IS CRUMBLING

“Our airports, bridges, water tunnels, power grids, rail systems—our nation’s entire infrastructure is crumbling, and we aren’t doing anything about it. According to engineers, one out of every nine bridges in this country is structurally deficient, approximately a quarter of them are already functionally obsolete, and almost a third of them have exceeded their design lives.

“Some of these bridges have already collapsed. Our infrastructure is terrible, and it’s only getting worse and more expensive to fix. It’s already costing the American people an estimated \$200 billion a year in reduced productivity.

“Instead of being at the office or in the factory getting work done, Americans waste countless hours every day sitting in traffic jams or waiting for stalled trains. Our airports? Are you kidding me? A disgrace.

“Our power grid, the infrastructure for electricity that keeps everything operating, is way out-of-date. Our highspeed Internet access is only 16th best in the world. When I travel internationally, I see magnificent places you wouldn’t believe. I see properly maintained bridges, tunnels, and airports. I see great highways and unbelievably efficient power systems. Then I come home and I get caught in traffic, and when the car moves, it bangs over potholes.

“Why can’t we get these problems fixed? The answer is that the people we put in charge don’t know how to fix them.

“We’re spending billions of dollars protecting countries that should be paying us to do the job yet we can’t build roads in our own cities. We can’t build schools in our own communities. I’ve been to China numerous times, and everywhere you look there are cranes reaching toward the sky. The Chinese build new cities over there in about 12 minutes, while we take years to get the permits to add a dormer window to our own homes.



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“The World Economic Forum ranks the US infrastructure as only the 12th best in the world. We don’t spend enough to fix, build, or maintain our “plant.” Europe and China spend as much as 9 percent of their GDP on infrastructure projects. We spend 2.4 percent.

“When you talk about building, you had better talk about Trump. There is no single builder in this country who has his name on as great a range of projects as I’ve constructed...

“Fixing our infrastructure will be one of the biggest projects this country has ever undertaken. There isn’t going to be a second chance to get it right. Let me ask you, if your own house was falling down and you had to hire someone to fix it before it completely collapsed, who would you hire? A guy who tells you what he’s planning to do, or a guy who has proven what he can do countless times before?

“In America, our house is falling down. Numerous times I’ve developed project after project. I raise the money, solve endless problems, bring in the right people, and get it done. Those are four words politicians can’t use: I get it done.

“When you are getting ready to start the greatest long-term building project in American history, you’d better have the right person in charge. You need someone who knows how to deal with unions and suppliers and, without any doubt, lawyers. I deal with them all each day, and I don’t lose to them.

“For me, fixing the country’s infrastructure would be a major priority project. Before we build bridges to Mars, let’s make sure the bridges over the Mississippi River aren’t going to fall down. There is nothing, absolutely nothing, that stimulates the economy better than construction.

“A few years ago, Moody’s, the financial investment agency, calculated that every \$1 of federal money invested in improving the infrastructure for highways and public schools would generate \$1.44 back to the economy. The Congressional Budget Office said that infrastructure investments have one of the strongest direct economic impacts.

“You know why that is? Jobs.

“These projects put people to work—not just the people doing the work but also the manufacturers, the suppliers, the designers, and, yes, even the lawyers. The Senate Budget Committee estimates that rebuilding America will create 13 million jobs.

“Our economy needs more available jobs. Ask the construction unions and trade unions how many of their members are looking for jobs. Ask the unemployed electricians, plumbers, and masons how hard it is to find a good job.

“If we do what we have to do correctly, we can create the biggest economic boom in this country since the New Deal when our vast infrastructure was first put into place. It’s a no-brainer.

“The biggest questions are ‘How much is it going to cost?’ and ‘Where is that money going to come from?’ Financing a project is far too complex for most politicians to understand. These projects require real-world dollars, not figures on paper. Experience is required to understand how to budget properly.

“I think we can all agree, after watching our politicians waste our tax dollars, that the last thing we want to do is to put them in charge of a trillion-dollar rebuilding program.



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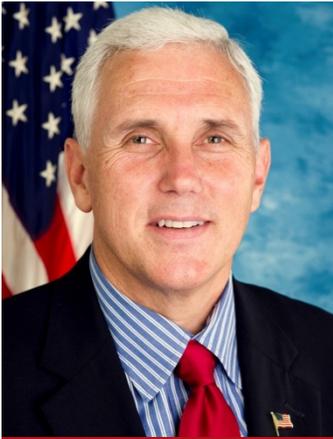
“When I build a project, I watch the money. At least some of it is coming directly out of my pocket—and if I do the job right, a lot more is going back into that same pocket. I know what things cost, I know where the money goes, I know who is doing a good job, and I know who is just phoning it in. Our government should, too.

“On the federal level, this is going to be an expensive investment, no question about that. But in the long run it will more than pay for itself. It will stimulate our economy while it is being built and make it a lot easier to do business when it’s done—and it can be done on time and under budget.”

### **Business Career**

**April 17, 2011—Interview on CNN’s *State of the Union* program:**

“We are rebuilding China. I don’t know if you know it. They’re building bridges. They’re building airports. They’re building cities, brand-new cities. When was the last time you saw a bridge being built in the United States? We don’t have bridges being built. We have bridges that are falling down.”



REPUBLICANS

## Republican Vice Presidential Nominee Mike Pence

Governor, Indiana (2013-Present)

U.S. House, Indiana (2003-2013)

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### 2016 Vice Presidential Campaign

**Excerpt from vice presidential debate, Oct. 4, 2016** – “I come from a state that works.

The state of Indiana has balanced budgets. We cut taxes, we’ve made record investments in education and in infrastructure, and I still finish my term with \$2 billion in the bank.”

**Excerpt from his July 20, 2016 acceptance speech** — “They tell us this economy is the best that we can do. It’s nowhere near the best that we can do. It’s just the best that they can do. Let me tell you, I know firsthand, it does not have to be like this. In my home state of Indiana, we prove every day that you can build a growing economy on balanced budgets, low taxes, even while making record investments in education and roads and healthcare.”

### Indiana Governor Career

Governor Pence has increased funding for transportation several times, including through his “Major Moves 2020” program, while upholding his no-new-tax pledge that he made as a tea party congressman. **From [www.in.gov](http://www.in.gov), “Major Moves 2020”** — “Major Moves 2020 is Governor Mike Pence’s program to widen and rehabilitate heavily-traveled, four-lane interstates in Indiana that are now approaching 50 years of age.

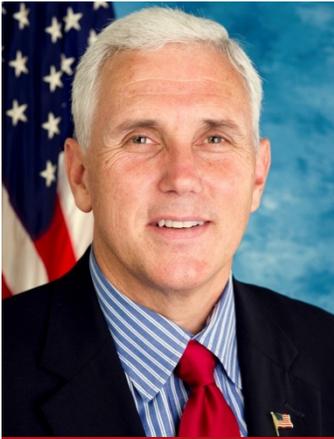
“Governor Pence’s 2014 legislative agenda proposed investing \$400 million from a trust fund established in the previous year’s budget. The Indiana General Assembly provided the initial \$200 million to widen and rehabilitate heavily-traveled interstates in 2014 and another \$200 million in 2015. The current two-year state budget includes an additional \$100 million per year for the Major Moves 2020 program. . .

“Benefits of Major Moves 2020

- Strengthens the state’s economic competitiveness and quality of life by improving travel times and reliability.
- Improves traffic safety and reduces crash-related lane closures through modernized design.
- Invests funds more quickly to keep industry in high motion, supporting construction jobs, and prevents rising construction prices from eroding purchasing power.
- Advances long-term goals to expand heavily traveled interstates.”

**March 23, 2016** – Gov. Mike Pence signed into law House Enrolled Act 1001 and Senate Enrolled Act 67, which will provide more than \$1.2 billion in new funding for road and bridge preservation and funding for the third Regional Cities award. The two-year funding package relies largely on releasing surplus dollars and existing tax revenue.

**Excerpt from March 23, 2016 press release regarding the law** — “I’m pleased to sign these bills that commit more than \$1 billion in state and local infrastructure maintenance and fully funds our regional cities initiative. . . While our roads and bridges rank above the national average, Hoosiers know that roads mean jobs. These bills make clear our commitment to further improving the Crossroads of America and will spur economic development projects and improve the quality of life in regions across our state.”



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**Excerpt from Jan. 12, 2016 State of the State Address** — “I think when you have money in the bank and the best credit rating in America, the last place you should look to pay for roads and bridges is the wallets and pocketbooks of hardworking Hoosiers... Let’s invest in our roads and maintain the Crossroads of America, and let’s do it without raising taxes.”

**Oct. 13, 2015** – Gov. Pence unveiled his 21st Century Crossroads proposal which would make \$1 billion in new road funding available over the next four years without raising taxes. The proposal would put the Indiana Department of Transportation (INDOT) on a path to resurface 16,000 miles of state highways and repair more than 5,200 bridges over the next 15 years. The funds would primarily come from the budget surplus, the general fund appropriations, earned interest from the next generation trust fund, and additional bonds.

**Excerpt from Oct. 13, 2015 press release regarding his proposal** — “These additional funds will help INDOT make future maintenance and repairs as the interstate system comes of age, and will help ensure that our roads can support the economic and employment growth our state has seen over the last few years. Just as Hoosiers seek to build a financial reputation that allows them to build a future, our state has put in the hard work to guarantee that Indiana’s future is bright as we enter our third century.”

**October 2015** — After a bridge along Interstate 65 had to be shut down for more than a month in August 2015, two people died on the resulting detour. A battle over whether Indiana’s roads were crumbling erupted into a major campaign issue, and Gov. Pence retweeted: “Accusations that Indiana’s infrastructure is ‘crumbling’ are irresponsible and false and only scare the public.”

**March 27, 2014** – Gov. Pence signed House Enrolled Act 1002 into law, which authorizes the budget agency to transfer as much as \$200 million from the state’s general funding to the new “Major Moves 2020” trust fund to fund what INDOT calls “high-value” projects throughout the state. The act also sets aside an additional \$200 million to be transferred in the first half of 2015 following state budget considerations. The program was expected to support more than 9,800 jobs for Hoosiers.

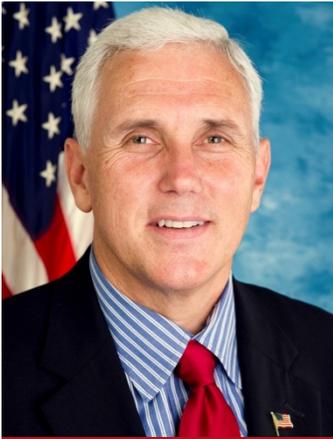
**Excerpt from March 27, 2014 remarks at the Valparaiso Chamber of Commerce Luncheon** — “It is my great privilege to sign House Enrolled Act 1002, which addresses road funding for the Crossroads of America. Here in Indiana, we understand that roads mean jobs.

“Last year, during the 2013 legislative session, the Major Moves 2020 Trust Fund was established, and \$200 million each year was transferred from the State’s general fund. These dollars go toward what I like to refer to as “taking care of what we have” and “finishing what we started.” And so the Indiana Department of Transportation invests approximately \$750 million each year on bridge pavement preservation and working toward completing I-69, the Ohio River Bridges Project, and U.S. 31. These projects will consume the existing traditional funding for the foreseeable future.

“That’s why, in December, I said my administration would be working with the Indiana General Assembly to make \$400 million available for the next era of highway expansion so that Indiana can build upon our reputation as the Crossroads of America.

“And today, I’ll sign legislation to do just that. The need is now.

“The Indiana Department of Transportation has identified at least 20 specific areas on our interstates that require expansion for motorist safety and to improve the ability to move freight with the substantial number of trucks that use our interstates.



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“It’s estimated that this legislation will support 9,800 jobs and will expand the state’s lane capacity on major highways in Indiana, enhancing Indiana’s position as the Crossroads of America. Our infrastructure makes Indiana a national transportation hub and a global distribution powerhouse, and it is one of the reasons Indiana continues to be recognized as a great place to do business.

“This legislation will create road projects now. It will also:

- Improve travel times and reliability.
- Enhance the ability for trucks on the interstates to move goods in and through Indiana.
- Strengthen the state’s economic competitiveness and quality of life.
- Improve traffic safety through modernized design.
- Reduce crash-related lane closures.
- Invest funds more quickly.
- Keeps industry in high motion, supporting construction jobs.
- Prevents rising construction prices from eroding our purchasing power.
- Advance long-term goals to expand heavily traveled interstates.”

**Excerpt from April 3, 2014 press release regarding Major Moves 2020** — “Roads mean jobs, and Major Moves 2020 will improve Indiana’s transportation infrastructure to enhance our position as the Crossroads of America. . .Major Moves 2020 will put Hoosiers to work now and reinforce Indiana’s position as a national transportation hub and a global distribution powerhouse. It is one of the reasons Indiana continues to be recognized as a great place to do business.”

### U.S. House Career

**March 10, 2015** - On SAFETEA-LU, the 2005 Surface Transportation Authorization law, Rep. Pence supported passage of the House version, which ARTBA supported.

**July 29, 2015** - On the SAFETEA-LU Conference Report, Rep. Pence also supported the bill, which ARTBA supported.

**June 29, 2012** – On the MAP-21 Final Passage Vote, Rep. Pence voted yes, on June 29. ARTBA supported this bill.

**June 8, 2012** – Rep. Pence was a ‘Yes’ vote on the Broun Motion to Instruct Conferees of MAP 21 that total highway and transit spending should be held to \$37.5 billion. ARTBA opposed the Broun motion which, according to the U.S. Department of Transportation, would have resulted in all incoming trust fund revenues being used to pay off federal obligations for projects previously authorized and, in many cases, already under construction. As a result, there would have been little to no remaining revenue to support new investment in FY 2013.

**May 7, 2012** – In the 112th Congress, Rep. Pence sponsored a bill that would have dramatically cut fuel taxes in an attempt to induce states to increase their own transportation spending to fill the resulting hole. This scheme is commonly known as the ‘devolution bill’. ARTBA opposes all forms of this legislation.

**May 20, 2003** – Rep. Pence was one of 24 House Republicans to sign a letter to Speaker Dennis Hastert opposing “any and all efforts to raise or index the [federal] gasoline tax.” The letter, organized by Rep. Marilyn Musgrave (R-Colorado), was a public attempt to limit revenue options for the federal surface transportation reauthorization bill being drafted by the House Transportation & Infrastructure Committee’s leadership at the time.

## National Party Platforms

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While platforms ratified at the national party conventions are intended to represent the consensus views of each party as a whole, the contents of both party platforms are by no means binding on their respective presidential candidates or representatives in Congress.

Each party's infrastructure "planks" are as follows:

### Excerpt from Republican Platform Adopted 7/18/2016, Cleveland

#### **America on the Move**

Our country's investments in transportation and other public construction have traditionally been non-partisan. Everyone agrees on the need for clean water and safe roads, rail, bridges, ports, and airports. President Eisenhower established a tradition of Republican leadership in this regard by championing the creation of the interstate highway system.

In recent years, bipartisan cooperation led to major legislation improving the nation's ports and waterways. Our Republican majority ended the practice of earmarks, which often diverted transportation spending to politically favored projects.

In the current Congress, Republicans have secured the longest reauthorization of the Highway Trust Fund in a decade and are advancing a comprehensive reform of the Federal Aviation Administration to make flying easier and more secure.

The current Administration has a different approach. It subordinates civil engineering to social engineering as it pursues an exclusively urban vision of dense housing and government transit. Its ill-named Livability Initiative is meant to "coerce people out of their cars." This is the same mentality that once led Congress to impose by fiat a single maximum speed limit for the entire nation, from Manhattan to Montana.

Our 1980 Republican Platform pledged to repeal that edict. After the election of Ronald Reagan, we did. Now we make the same pledge regarding the current problems in transportation policy. We propose to remove from the Highway Trust Fund programs that should not be the business of the federal government.

More than a quarter of the Fund's spending is diverted from its original purpose. One fifth of its funds are spent on mass transit, an inherently local affair that serves only a small portion of the population, concentrated in six big cities.

Additional funds are used for bike-share programs, sidewalks, recreational trails, landscaping, and historical renovations. Other beneficiaries of highway money are ferry boats, the federal lands access program, scenic byways, and education initiatives.

These worthwhile enterprises should be funded through other sources. We propose to phase out the federal transit program and reform provisions of the National Environmental Policy Act which can delay and drive up costs for transportation projects. We renew our call for repeal of the Davis-Bacon law, which limits employment and drives up construction and maintenance costs for the benefit of unions.

Recognizing that, over time, additional revenue will be needed to expand the carrying capacity of roads and bridges, we will remove legal roadblocks to public-private partnership agreements that can save the taxpayers' money and bring outside investment to meet a community's needs.

With most of the states increasing their own funding for transportation, we oppose a further increase in the federal gas tax.

Although unionization has never been permitted in any government agency concerned with national security, the current Administration has reversed that policy for the Transportation Security Administration. We will correct that mistake. Americans understand that, with the threat of terrorism, their travel may encounter delays, but unacceptably long lines at security checks can have the same impact as a collapsed bridge or washed out highway. TSA employees should always be seen as guardians of the public's safety, not as just another part of the federal workforce.

Amtrak is an extremely expensive railroad for the American taxpayers, who must subsidize every ticket. The federal government should allow private ventures to provide passenger service in the northeast corridor. The same holds true with regard to high-speed and intercity rail across the country. We reaffirm our intention to end federal support for boondoggles like California's high-speed train to nowhere.

## Excerpt from Democratic Platform Adopted 7/25/2016, Philadelphia

### **Building 21st Century Infrastructure**

If we are serious about reversing the decline of the middle class, we need major federal investments to rebuild our crumbling infrastructure and put millions of Americans back to work in decent paying jobs in both the public and private sectors. The climate emergency and the need to expand the middle class demand that we make the most ambitious investment in American infrastructure since President Eisenhower created the interstate highway system. We will put Americans to work updating and expanding our roads, bridges, public transit, airports, and passenger and freight rail lines. We will build 21st century energy and water systems, modernize our schools, and continue to support the expansion of high-speed broadband networks. We will protect communities from the impact of climate change and help them to mitigate its effects by investing in green and resilient infrastructure. We will address the backlog of deferred maintenance in our four key public land management agencies. And we will protect public health and safety by modernizing drinking and wastewater systems. These investments will create secure, good-paying middle-class jobs today and will substantially increase demand for American-made steel and other products manufactured in the United States. And by boosting economic growth in a fair and equitable way, and strengthening our long-term competitiveness, these investments will create many more jobs in the years to come.

Democrats will also create an independent, national infrastructure bank that will support critical infrastructure improvements. This bank will provide loans and other financial assistance for investments in energy, water, broadband, transportation, and multi-modal infrastructure projects. Democrats will continue to support the interest tax exemption on municipal bonds and will work to establish a permanent version of Build America Bonds as an additional tool to encourage infrastructure investment by state and local governments.

Furthermore, Democrats will fight to ensure resources and programs are adequately targeted to provide economic development, job training, and critical infrastructure investment in areas of the greatest need.

## **Building Strong Cities and Metro Areas**

Democrats have a comprehensive agenda to invest in America's cities, grounded on the premise that local leaders are best equipped to create a better future for their residents—but need the resources and flexibility to get the job done. We also recognize there is no easy way to build strong neighborhoods and strong cities, but rather we must address the challenge across many interconnected fronts—from housing, to schools, to jobs, to transportation, to health.

We will dramatically increase federal infrastructure funding for our cities—making significant new investments in roads and bridges, public transit, drinking and wastewater systems, broadband, schools, and more. Democrats also will revitalize communities being dragged down by physical decay by building on programs like the Neighborhood Stabilization Program and the Hardest Hit Fund, which have helped cities across the country begin to address these challenges. We will provide resources to help overcome blight, expand Community Development Block Grant funds, provide more housing support to high-poverty communities, and build more affordable rental housing units.

We will support entrepreneurship and small business growth in cities by providing mentoring and training to entrepreneurs and small business owners in underserved communities as well as expanding federal funding for the New Markets Tax Credit, community development financial institutions, and the State Small Business Credit Initiative.