2020 Presidential Candidates on Transportation

Incumbent Candidate: President Donald J. Trump
Party: Republican
Announced Infrastructure Plan: Building a Stronger America, Feb. 12, 2018
Notable Components of Plan:

- $200 billion in federal investment to spur $1.5 trillion in infrastructure spending across all types of infrastructure (highways, transit, brownfields, rail, water)
- Contains ARTBA-supported regulatory reforms, like streamlining of requirements under the National Environmental Policy Act (NEPA) and “One Federal Decision”
- Prioritizes rural infrastructure

On Funding:

- Plan relies heavily on state, local and private sector investment

Additional Information:

- President Trump urged Congress to pass S. 2302, America’s Transportation Infrastructure Act, during his 2020 State of the Union Address, which is the Senate’s 5-year, $287 billion highway reauthorization bill
- FY2021 budget request outlines a 10-year, $810 billion surface transportation bill, also includes $190 billion in “additional infrastructure investment”
- Pledges in budget to work with Congress to find revenue

Note: Democratic candidates are listed in alphabetical order.

Candidate: Former Vice President Joe Biden
Party: Democrat
Infrastructure Plan:  The Biden Plan to Invest in Middle Class Competitiveness, Nov. 14, 2019

Notable Components of Plan:

- $1.3 trillion plan invests $50 billion in roads in the first year, with some federal funds going directly to cities and towns
- Increase U.S. DOT investment in Highway Safety Improvement Program
- Double funding for Better Utilizing Infrastructure to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA) administered by U.S. DOT
- Broad notion of infrastructure with focus on labor, community development, manufacturing

On Funding:

- Plan would raise corporate tax rate and close tax loopholes
- “The Highway Trust Fund has for far too long been grossly underfunded. Biden will ensure new revenues are secured to stabilize the Highway Trust Fund in order to build roads, bridges, and public transportation projects.”

Additional Information:

- As a U.S. senator, Biden was against an increase in the gas tax in 1990, but supported an increase in 1993. He supported the redirection of gas tax revenues to the Highway Trust Fund in 1997.

Candidate:  Former New York City Mayor Mike Bloomberg

Party:  Democrat

Infrastructure Plan:  Bring America's Infrastructure into 21st Century, January 22, 2020

Notable Components of Plan:

- $1 trillion invested in state and local governments to improve roads, bridges, water, power and broadband with an emphasis on maintenance
- Creation of a national map that contains all road, rail, transit, air and freight routes to identify obstacles
- Would expand Surface Transportation Block Grant program to $30 billion annually and require states to use a quarter of the funds on repairing bridges

On Funding:

- No stated funding mechanism

Additional Information:
• Advocated for tolling and congestion pricing as NYC mayor
• Plan notes he invested $6 billion in roads, bridges, lighting and ferry projects while mayor
• Bloomberg is a co-founder of Building America’s Future, an organization that supports increased infrastructure funding, including a gas tax increase and vehicle-miles-travelled fee.

**Candidate: Former South Bend, Ind. Mayor Pete Buttigieg**

Party: Democrat

Infrastructure Plan: [Building for a 21st Century Infrastructure](#), Jan. 10, 2020

Notable Components of Plan:

• $1 trillion investment across all modes
• Inject $165 billion into Highway Trust Fund to ensure solvency through 2029
• $50 billion program to address structurally deficient bridges
• Double U.S. DOT’s BUILD program to $2 billion
• Allows federal funding to support state repair of existing roads
• Federal funds would be tied to improvements in state safety standards

On Funding:

• Plan suggests a transition to a new and sustainable user-fee based system, like a vehicle-miles-traveled fee replacing the gas tax
• Will raise revenues from corporate tax reform, increasing the estate tax and closing loopholes

Additional Information:

• While mayor of South Bend, he supported legislation in Indiana that increased the gas tax.
• Opposed to a federal registration fee for electric vehicle

**Candidate: U.S. Sen. Amy Klobuchar, Minnesota**

Party: Democrat

Infrastructure Plan: [Amy’s Plan to Build America’s Infrastructure](#), March 28, 2019

Notable Components of Plan:

• $1 trillion investment in broad infrastructure plan that also includes schools, broadband, water, and climate infrastructure, during first year of presidency
• $8 billion in bond programs, like Build American Bonds
• Would establish an independent, non-partisan Infrastructure Financing Authority

On Funding:
- Corporate tax reform would generate new revenue for infrastructure investment.
- Financial “risk fee” on large banks, which would generate revenue for infrastructure investment
- Mentions stabilizing the Highway Trust Fund, but no specifics on how

Additional Information:
- Supported both the 2012 MAP-21 and 2015 FAST Act surface transportation authorization laws while in the Senate.

**Candidate: U.S. Sen. Bernie Sanders, Vermont**

**Party:** Democrat (serves in Senate as an independent)

**Infrastructure Plan:** [Rebuild America Act](#) Legislation introduced in 2015 and referenced on campaign website

**Notable Components of Plan:**
- Infrastructure plan framed in the context of the Green New Deal
- $1 trillion investment over 5 years
- $75 billion for Highway Trust Fund
- $636 billion for making to promote resiliency in roads, bridges and water infrastructure

**On Funding:**
- Relies on ending subsidies and increasing taxes on industries like fossil fuels
- Previously called gas tax “regressive” and suggested suspending the federal gas tax during 2008

**Additional Information:**
- As a member of the House of Representatives, Sanders supported an increase in the gas tax in 1993, with the caveat that he only supported it because it was part of a larger “progressive tax package.” He voted against 1997 legislation that redirected revenues to the Highway Trust Fund.

**Candidate: Tom Steyer**

**Party:** Democrat

**Infrastructure Plan:** [Infrastructure Investment At-A-Glance](#)

**Notable Components of Plan:**
- $2 trillion public investment to mobilize $6 trillion for “climate-smart” infrastructure
- $450 billion to address maintenance backlog and resilience upgrades for roads, bridges, and levees
On Funding:

- No stated funding mechanism

Additional Information:

- Steyer is a businessman, who founded a successful hedge fund. He is also an environmental activist.

**Candidate:** U.S. Sen. Elizabeth Warren, Massachusetts

**Party:** Democrat

**Infrastructure Plan:** [My Plan to Create 10 Trillion Green Jobs](#)

**Notable Components of Plan:**

- $10.7 trillion to invest in water, transportation and building infrastructure
- Approaches infrastructure improvement through lens of climate change
- $20 billion over 10 years to invest in workplace apprenticeships, including dedicated programs for construction job training and placement
- Would establish Build Green grant program to invest in expanding public transit

On Funding:

- Closing corporate loopholes

Additional Information:

- Opposed the FAST Act, not because of the surface transportation contents of the legislation, but because of the banking-related provisions used to fund it.

**Key 2020 Election Dates:**

Feb. 16: ARTBA-cohosted Infrastructure Forum in Las Vegas

Feb. 22: Nevada caucus

Feb. 29: South Carolina primary

March 3: Super Tuesday: Alabama, Arkansas, California, Colorado, Maine, Massachusetts, Minnesota, North Carolina, Oklahoma, Tennessee, Texas, Utah, Vermont, Virginia