



American Road  
& Transportation  
Builders Association

## 2020 Presidential Candidates on Transportation

**Note: Democratic candidates are listed in alphabetical order and includes those invited to participate in the ARTBA co-hosted 2020 Presidential Candidate Forum on Infrastructure, scheduled for Sunday, Feb. 16, in Las Vegas**

**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:

- Apart from his official plan, President Trump has called on Congress to pass a \$2 trillion infrastructure package and stressed the importance of passing bipartisan infrastructure legislation during his 2019 State of the Union address.

**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 Mayor Pete Buttigieg, South Bend, Indiana

Party: Democrat

Infrastructure Plan: [Building for a 21<sup>st</sup> 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

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.

**Candidate:** Andrew Yang

Party: Democrat

Infrastructure Plan: [Rebuild American Infrastructure](#)

Notable Components of Plan:

- \$1 trillion infrastructure investment over 5 years to support 13 million jobs and generate \$1.5 trillion in increased efficiency and productivity
- Challenge grants, focused on advanced materials and designs to promote sustainability

On Funding:

- Carbon fee of \$40 per ton to support investments in infrastructure and other government programs

Additional Information:

- Yang is a businessman and entrepreneur.

**Key 2020 Election Dates:**

Feb. 3: Iowa caucuses

Feb. 11: New Hampshire primaries

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

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