



MIKE BLOOMBERG'S 21ST CENTURY INFRASTRUCTURE PLAN FACT SHEET

America's infrastructure system is broken. Traffic is getting worse, roads are unsafe, airports are congested, drinking water is contaminated, communities lack high-speed internet and we're not ready for climate emergencies. Money isn't the issue. For more than 50 years, we've spent trillions on infrastructure, but it hasn't fixed the problem. What's needed is a truly visionary national plan that will tie investments to clear goals: better roads, safer bridges, cleaner water, reliable power and broadband for everyone. We need air, bus, rail and freight systems that get goods and people where they need to go, and we need a leader that knows how to get it done, without breaking the bank.

MIKE'S PLAN

As president, Mike Bloomberg will build a smarter, faster, safer and greener infrastructure network that will propel the United States into the 21st-century.

SMARTER- Building Infrastructure for the 21st Century

Mike will set national goals for a transportation network that will improve connectivity to jobs, equity, accessibility, and more. His plan will:

- Create the first-ever national map that traces all road, rail, transit, air, and freight routes, to identify where gaps and roadblocks exist.
- Leverage data from both the public and private sectors to make smarter decisions on transportation investments and safety.
- Fix our government's broken planning and funding processes to improve accountability, get resources to local communities faster.
- Spend smarter and look for innovative financing mechanisms to maximize each dollar invested by the government.

FASTER- Reduce Congestion and Bottlenecks to Get America Moving

To help address America's crumbling transportation network, Mike will repair 240,000 miles of roads and 16,000 bridges by 2025. His plan will:

- Establish a \$1 billion annual "pothole" fund to make emergency repairs.
- Allocate \$850 billion over 10 years to critical capital investments in roads, bridges, dams, and other infrastructure -helping to create millions of jobs.

- Jobs created under the plan will have strong Davis-Bacon/Buy American labor protections, and Mike will ensure workers are selected from low-income and minority communities through boosted apprenticeships and training programs.
- Expand Surface Transportation Block Grant Program funding to \$30 billion a year. Require that states devote a quarter of their grants to fixing any local bridges in poor repair.
- Triple annual federal investment in public transit, including \$12 billion per year in a new operating assistance program to improve service and attract new users.
- Ensure transit is accessible for seniors and those with disabilities.
- Triple funds for local alternative transportation projects, including bike lanes.
- Allow federal grants for new public transit capacity projects to be 100% federally funded.

To help develop a strategy for a faster, better connected rail network, Mike will build fast rail links to 10 of the busiest U.S. airports by 2030. His plan will:

- Complete one high-speed rail corridor by 2025, and three by 2030.
- Establish a national rail authority to oversee planning, design, and construction of regional high-speed rail networks.
- Prioritize new rail links to make travel more convenient than flights for trips under 600 miles.
- Ensure all rail adheres to the highest safety standards. Enforce Positive Train Control.

Airports Fit for the 21st Century. The five busiest airports saw an increase of more than 33 million passengers between 2013 and 2018. However, infrastructure has failed to keep up, leading to delays and congestion. Mike's plan will decrease air traffic congestion, saving Americans billions in lost time, and improve safety. His plan also increases connectivity in rural areas.

Spread Broadband to Increase Opportunity. Some 21 million Americans lacked a broadband connection at the end of 2017. Mike's plan will expand broadband access to 10 million more Americans by 2025 and to all by 2030. This will link even remote communities to the global economy, boost economic growth, healthcare access, and civic participation.

Fix our Overloaded Freight System. Congested highways are costing the trucking industry \$74+ billion a year. Mike will make cargo transfers from ship to rail to truck more efficient by raising the budget for the Nationally Significant Freight and Highway Projects program to \$5.5 billion annually by 2025 and invest more to modernize and improve security at America's ports.

SAFER- Safe Water and Safe Homes for Everyone.

Mike will address the 100 cities with the worst water infrastructure by the end of his first term, and cities in crisis, including Flint and Newark, in his first 100 days. He will:

- Invest \$100 billion over 10 years to ensure clean drinking water for all communities.
- Deliver \$175 million over five years for the Water Infrastructure Finance and Innovation Act program to accelerate local investment in water infrastructure.
- Increase the EPA Clean Water State Revolving Fund and the Drinking Water State Revolving Fund to \$6.6 billion annually to ensure a long-term commitment to protecting water supplies.

- Shore up the finances of local water authorities.
- Use tax incentives and new testing to encourage lead removal from homes.

GREENER- Every American Deserves to Breathe Clean Air.

Under Trump's watch, air quality has declined and progress addressing climate change has reversed. The Trump Administration has been trying to roll back mileage and pollution standards and failed to invest in the infrastructure we need to fight climate change and build for resilience to its impacts.

Mike's plan will:

- Create a Climate Resilience Finance Corporation with \$100 billion annually in Treasury credit authority to provide loans, loan guarantees, and grants to states, cities, and the private sector to build out and upgrade the building, transportation, and grid infrastructure needed to reduce carbon pollution and increase resilience to climate change impacts. This includes creating a federal climate-safe communities program to help states, cities, and the private sector invest in infrastructure built to address the latest climate change forecasts, prioritizing vulnerable communities.
- Modernize the nation's power grid for the 21st century and build a clean energy future. Reduce pollution by spurring a major build-out of clean energy generation, improving energy efficiency, and building a national smart-grid-based transmission system to meet 21st century challenges.
- Transition to pollution-free electric vehicles, by providing funding and implementation standards to build a pollution-free transportation system running on clean energy, as well as offering tax credits and rebates to families and businesses to speed up the shift to electric vehicles. Mike's plan aims to have an EV charging station every 50 miles on highways, to ensure that EV charging infrastructure keeps pace with sales of EVs by offering grants and low-cost financing to equip highways for EVs.
- Launch a Zero-Emissions Trucks and Buses Hubs Program in 10-15 big metro areas to bring ports, shippers and other private and public operators of trucks and buses (including school and transit buses) together with manufacturers to jump-start electrification of ports and freight hubs, including by offering loans to overcome up-front costs.
- Upgrade America's building stock to reduce pollution and save families and businesses money on energy bills. Mike's plan will create a program of tax credits, rebates, and low-cost loans to upgrade existing buildings, replacing old furnaces and water heaters with zero-pollution appliances and improving building efficiency. And, Mike will create a path for all new buildings being zero-pollution and hyper-efficient by 2025, setting carbon-free model building codes, working with states and cities to enforce them, and ramping up energy and pollution standards for new appliances.

MIKE'S RECORD

As Mayor of New York, Mike led an economic, cultural and environmental renaissance in the aftermath of 9/11. Mike helped to create nearly half-a-million new jobs, in a diverse range of fields including technology, health care and education. Tens of millions of square feet of new commercial space was created across the boroughs, and the industrial economy, which employs nearly half a million people, was buoyed. The growth also resulted in new revenues. The additional jobs, tourists, and residents

generated billions more annually — money that was reinvested to help fund new initiatives and provide the services that residents, businesses, workers, and visitors deserved.

Mike's commitment to, and focus on, expanding and improving New York City's infrastructure played a critical role in that success. Highlights of his infrastructure efforts as mayor include:

Building a Strong Foundation for the Future: Record Investment in Core Infrastructure

- Invested in NYC's infrastructure to improve 6,000 miles of roads and repair the city's nearly 800 bridges, increasing the city's economic position and decreasing wasteful spending on short-term repairs.
- Invested \$6 billion over six years in bridge, road, lighting and ferry projects that strategically upgraded the city's infrastructure to meet new needs, ambitious sustainability goals and to anticipate the impacts of climate change.
- Increased paving and pothole-repair, bringing more NYC streets into good condition.

Fighting Climate Change and Pollution: Innovation in Green Policy from the Ground Up

- In the aftermath of Hurricane Sandy, brought together city agencies to develop *A Stronger, More Resilient New York*, a \$30 billion program to protect and strengthen the city from climate change
- Increased use of reclaimed asphalt pavement, which is recycled pavement, to greatest use in nation, saving 174,000 tons of milled asphalt from landfilling a year while Mike was mayor, and avoiding 840,000 barrels of oil annually used to produce new asphalt cement, and eliminating 321,000 truck trips.
- Replaced diesel-powered paving equipment with electric models, eliminating over 460,000 lbs. of CO2 and 125,000 lbs. of particulates per year, roughly equivalent to the emissions produced by 40 cars driven 10,000 miles.

Effective Management: Safest Streets in NYC History

- Reduced traffic deaths 24% from 2001-2013 through innovative street designs, smart traffic management, and increased enforcement and education.
- Implemented safety redesigns on 137 street corridors and at 113 additional intersections.

Investing in Neighborhoods: Public Space and Economic Development

- Established a citywide plaza programs, bringing community space to 60 neighborhoods with poor access to parks or green space.
- Public space is a key economic and livability strategy, making neighborhoods safer, more attractive and accessible for people of all ages and abilities.
- Times Square project alone helped increase foot traffic from 350,000 to 466,000 daily, making it one of the most successful retail districts on the planet. The project also reduced traffic injuries by 35%.
- Projects engage communities in the design, implementation and maintenance of plazas, creating local ownership.
- Retail sales soared with these projects (172% increase in retail sales around plazas, 50% increase in retail sales on streets with bike lanes, 71% increase along rapid bus routes).

Strong Public-Private Partnerships: Citi Bike, NYC's 1st New Transportation System in 60 years

- Citi Bike is a model for public-private partnerships, creating a popular, affordable new transportation option at no cost to taxpayers.
- Citi Bike is the nation's largest and most successful bike share system, with more than 90 million rides in six years, now tripling in size to 40,000 bikes.

National Transportation Leadership: New Standards for City Streets

- Innovative designs pioneered in NYC have become best practices in cities across the US and around the world, from safe intersections and pedestrian crossings to protected bike paths to rapid-implementation plazas.

Access to Opportunity: Six Rapid Bus Routes in Six Years (2008-2013)

- Select Bus Service is an innovative, rapid-implementation strategy to bring reliable transit to communities that lack access to jobs, schools and services.
- Sped the commute of 215,000 daily passengers.
- Increased mobility and access to opportunity for communities with poor transportation options.
- Mike's innovative program has since expanded to 17 routes covering more of NYC's transit deserts, bringing faster bus service to 600,000 daily passengers (27% faster than local routes)

THE ISSUE

The State of American Infrastructure

- America currently has over 47,000 structurally deficient bridges.
- The U.S. Department of Transportation spends only about \$10.2 billion a year on public transit, or less than a quarter of what it spends on highways. As a result, only half of the population has access to public transit and there are an insufficient number of options for getting around most cities and metropolitan regions.
- We've built enough new roads between 1988 and 2008—an additional 131,723 miles of roads—to circle the globe more than five times. But, while we've been expending resources on new highways, we haven't fixed the roads that are falling apart and we haven't solved our congestion problems.
- The U.S. rail network has been neglected and underfinanced for decades, and thanks to choke points and outdated grade crossings and bridges, trains in the U.S. run at slower speeds today than they did in the mid-20th century.
- Over 36,000 Americans are killed per year in traffic-related incidents. The U.S. traffic death rate per capita is *3 to 4 times* higher than in places like the U.K., Germany and Japan.
- American households now spend an average of 17.6% of their budgets on transportation, the second-largest expense after housing and one-third more than what they spend on food. These costs are particularly acute for lower-income Americans: The country's poorest households spend more than 40% of their take-home pay on transportation.

Why Infrastructure Matters

The strength of every country's economy derives from the productivity of its people and the value of the goods that it produces. Infrastructure is what allows both the people and goods to move from place to place, from production to market, from business to home. Infrastructure is about human mobility and freedom, about movement and progress. Done right, infrastructure helps us open new markets to goods and services, cuts the costs of transportation, speeds deliveries and lowers prices for consumers. Capital and jobs flow to the most efficient markets, and the most efficient markets are dependent on modern, reliable, high-tech infrastructure.

Trump

President Trump pledged on the campaign trail that as president he would invest billions of dollars in infrastructure. In 2015, then candidate Trump declared in a tweet, "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!" He has failed to follow through on his promises.

Donald Trump's Three Years of Broken Promises on Infrastructure

- At his inauguration, President Trump promised that "We will build new roads, and highways, and bridges, and airports, and tunnels, and railways all across our wonderful nation." He went on to call for a "great national infrastructure program" that would create "millions" of new jobs.
- On May 15, 2017, the Trump Administration promised to unveil a \$1 trillion infrastructure plan within the coming weeks. No plan was ever released.
- On June 5, 2017, President Trump kicked off his first official "Infrastructure Week" with a military band, souvenir pens for lawmakers *and no infrastructure plan*. The dignitaries assembled with pomp and circumstance to watch Trump sign what the *Los Angeles Times* called "[routine letters to Congress](#)."
- On August 15, 2017, President Trump claimed victory on infrastructure by eliminating a federal standard that required recipients of federal funds to consider water level rise when building in flood zones, putting new American infrastructure at heightened risk of climate change and extreme weather.
- On October 11, 2017, Trump Administration Department of Transportation Secretary Elaine Chao spoke to the American Public Transportation Association and "[offered few concrete details](#) as to how [the administration] would implement Trump's proposal or even when it would arrive."
- On February 12, 2018, President Trump announced a \$1.5 trillion infrastructure plan, the vast majority of which (~88%) would be funded by states and localities, not the federal government, and which included provisions [cutting federal infrastructure spending under the current levels](#).
- On March 29, 2018, President Trump travelled to Ohio ostensibly to tout his progress on infrastructure, but [Congress had only allocated a little more than 1%](#) of the president's ask.
- In April of 2019, nearly a year after the last infrastructure rally, administration spokeswoman Sarah Sanders released a statement: "The president looks forward to working together in a bipartisan way and getting things done for the American people." Nine months later, no progress has been made.

###