Mike Bloomberg’s Infrastructure Policy

America’s infrastructure system is broken. Traffic is terrible, roads and bridges are unsafe, airports are congested, drinking water is contaminated and too many communities lack high-speed internet. Infrastructure contributes to the climate-change problem, when it can and should be part of the solution. Meanwhile, our competitors abroad are building hyper-modern airports, high-speed rail networks and new transit systems at a rapid clip.

Money isn’t the issue. For more than 50 years, we’ve spent trillions without fixing the problem. What has been missing is a truly visionary national plan that ties infrastructure investments to clear goals: better roads, safe bridges, clean water, reliable power and broadband for everyone. Air, bus, rail and freight systems that get goods and people where they need to go. Infrastructure that supports a clean-energy economy and helps reduce pollution.

As mayor of New York, Mike Bloomberg launched just such a strategy to identify challenges affecting the city’s growth and then addressed them. The results were undeniable: His administration invested more than $5 billion to fix the city’s 6,000 miles of roads and nearly 800 bridges. It finished a state-of-the-art water tunnel, reduced traffic deaths by 30% and helped drive down the city’s carbon footprint by 13%. Mike will do the same as president, building a smarter, faster, safer, greener infrastructure network that will propel the United States into the 21st century.

1. Bring measurement and accountability to infrastructure spending, using smarter, goals-based planning to build infrastructure for the 21st century.

   Remarkably, America has no national transportation plan. Federal, state and local governments establish goals and address transportation modes in isolation, leading to poor connectivity and overuse of automobiles. The U.S. also lacks metrics for assessing transportation projects, which leads to wasteful investments and makes it hard to hold federal and local officials accountable for meeting infrastructure goals. At the same time, funding silos mean that we overinvest in new highways rather than fixing the ones we have or developing more-efficient and less-polluting modes of transportation. The whole system needs to be rethought before we can move forward intelligently.

   - Create the first-ever national map that traces all road, rail, transit, air and freight routes.

      As president, Mike will direct his administration to set overarching national goals for a sustainable, interconnected, high-performance transportation network. At the same time, Mike’s administration will establish metrics to measure connectivity to jobs, equity, accessibility, health and environmental effects. The Department of Transportation will then map out the existing system to identify the biggest gaps, needs and barriers to access. That information will be used to guide investments in roads, mass transit, airports, high-speed rail and ports — as well as to measure progress.

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1 City of New York, PlaNYC: A Greener, Greater New York, 2007
2 New York City Department of Transportation, Sustainable Streets: 2013 and Beyond, 2013
3 CBS New York, Bloomberg Announces Completion Of Tunnel To Provide Water To All Of Manhattan, October 2013
4 New York City Mayor’s Office of Sustainability, Inventory of New York City Greenhouse Gas Emissions
5 City of New York, New York City Local Law 84 Benchmarking Report, September 2014
● **Leverage data to make more intelligent decisions.** Unprecedented reams of data on transportation patterns are now available. But private companies control much of it. And different levels of government either don’t or can’t easily share what information they do collect. A new Data and Technology office in the Department of Transportation will integrate data into infrastructure planning across modes of travel. This office will advise cities on data-driven methods and real-time solutions, including sensor technology, and will launch pilot programs that explore how to leverage new streams of mobility data. Federal, state and local officials will be encouraged to collect, standardize and share data among themselves on roadway closures and construction, travel speeds and other metrics. Mike’s administration will also establish a public-private consortium to standardize and share data — with strong privacy protections — between companies and different levels of government.

● **Fix the government’s broken planning and funding processes.** Mayors and other local officials know their needs best. Yet many struggle to access even funds that are specifically meant for them, as money is siphoned off to address state budget deficits and other priorities. Mike will establish a federal capital budget, similar to ones a number of cities already have, so that local officials can have greater certainty about long-term federal funding. He will also provide money directly to local officials in other ways, including by preventing states from diverting transportation and infrastructure funds allocated to cities and local communities, and by establishing direct-aid funding from the Federal Highway Administration.

● **Prioritize the repair of roads and bridges and speed up approval processes.** Elected officials have more of an incentive to inaugurate flashy new projects than they do to fix crumbling infrastructure. Under Mike’s administration, states and localities will have to follow a “fix it first” strategy — shoring up existing roads and bridges before adding new infrastructure. All new federally funded projects will be required to have a dedicated maintenance plan, while a fixed portion of Highway Trust Fund revenue will be dedicated to maintenance. (The share can be reduced for individual states if they show progress in meeting repair goals.) Simultaneously, the federal permitting process will be streamlined. All transportation grant applications will be processed within 90 days. Projects will be subject to concurrent environmental reviews, tracked on a single report card signed by all agencies.

● **Finance and spend smarter.** There’s no way around the massive bill to upgrade U.S. infrastructure, which has been graded a D+ by the American Society of Civil Engineers (ASCE). At the same time, the government needs to fix these problems and invest in America’s future without breaking the bank. Mike’s administration will allocate $850 billion over 10 years to critical capital investments in roads, bridges, dams and other infrastructure. It will also look for innovative ways to leverage private-sector financing, including by increasing Private Activity Bond funding to $20 billion, subsidizing Rebuild America Bonds and creating standardized processes, including jobs guarantees, for public-private partnerships. Loans will be offered at a

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6 Wired, *Why Uber Is Fighting Cities Over Data on Scooter Trips*, May 2019
7 NS Tech, *How cities are using private sector data*, August 2019
8 Yankee Institute for Public Policy, *Connecticut still faces billion-dollar budget deficits for 2022 through 2024*, October 2019
11 Department of Transportation, *Status of the Nation’s Highways, Bridges, and Transit: Conditions and Performance*, November 2019
12 Department of Transportation, *Private Activity Bonds*, February 2020
1% interest rate to make them more attractive for cities, while Transportation Infrastructure Finance and Innovation Act (TIFIA) funds for projects of national or regional significance will be increased to $5 billion per year for credit assistance and loan guarantees.

2. Drastically reduce congestion and bottlenecks to get people and goods moving faster, and to reduce air pollution.

Americans are driving more than ever: 3.2 trillion vehicles-miles traveled in 2018. The average U.S. car commuter spent 54 hours in traffic and wasted 21 gallons of fuel because of congestion in 2017. Meanwhile, U.S. freight shipments are expected to rise by 35% between 2017 and 2040. Yet, as a share of GDP, government investment in nondefense structures was about 4.2% in the late 1930s and only about 1.5% in 2016; direct federal spending was less than 0.1%. Mike will reverse years of under-investment to get Americans and American products where they need to go faster and more easily.

- Modernize our nation’s roads, bridges and transit systems. Some 20% of U.S. highway pavement is in “poor condition,” according to the ASCE. Yet we continue to overemphasize new road-building, encouraging driving and making transportation the largest source of U.S. greenhouse gas emissions in 2017.

  - Bring America’s roads and bridges into a state of good repair. In addition to bad roads, more than 47,000 bridges are in crucial need of repair. As part of the $850 billion investment devoted to meeting capital needs, states will receive $30 billion in Surface Transportation Block Grants at least a quarter of which will have to be dedicated to fixing local bridges in poor repair. Mike will also establish a $1 billion annual “pothole” fund to provide money for emergency works, with a goal of repairing 240,000 miles of road and 16,000 bridges by 2025.

  - Invest in public transit to improve connectivity and reduce carbon emissions. Over five years, federal investment in public transit will be tripled to $36 billion, with a third of that money devoted to operating expenses in order to improve service. To make sure rural residents don’t lose access to convenient transit, the BUILD Transportation Discretionary Grant program will be expanded to include intercity bus operators. Funds for local alternative transportation projects, including bike lanes and accessible sidewalks, will also be tripled. And Mike’s administration will ensure that transit and other infrastructure is accessible for seniors and those with disabilities.

  - Create high-standard, well-paying jobs. Repair and construction work will generate millions of high-quality jobs, which will follow Davis-Bacon/Buy American provisions

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13 Federal Highway Administration, Transportation Infrastructure Finance and Innovation Act (TIFIA), accessed February 2020
14 Federal Highway Administration, Fixing America's Surface Transportation Act or “FAST Act,” February 2017
15 Federal Highway Administration, Strong Economy Has Americans Driving More Than Ever Before, March 2019
16 Texas A&M Transportation Institute, Urban Mobility Report 2019, August 2019
17 Association of American Railroads, Freight Railroad Capacity and Investment, June 2019
18 Congressional Research Service, Economic Impact of Infrastructure Investment, January 2018
21 Bureau of Transportation Statistics, U.S. Bridges Rated in Poor Condition, accessed February 2020
22 Federal Highway Administration, Surface Transportation Block Grant Program (STBG), September 2017
23 Federal Transit Administration, Annual Report on Funding Recommendations, March 2019
24 Department of Transportation, About BUILD Grants, February 2020
to ensure that local workers are paid the prevailing wage. Mike will also boost apprenticeships and training programs to make sure that more workers come from low-income and minority neighborhoods.

- **Upgrade outdated airports to get passengers where they need to go faster.** The five busiest U.S. airports saw an increase of more than 33 million passengers between 2013 and 2018. Meanwhile, aging air-traffic control systems are being replaced too slowly, and flight delays are costing Americans billions of dollars in lost time. Mike’s administration will accelerate the rollout of the Next Generation Air Transportation System in the most congested airspaces by 2025. The administration will also boost funding for the Federal Aviation Administration’s (FAA) Airport Improvement Program and raise the cap on the FAA’s Passenger Facility Charge (PFC) in order to help meet an estimated $42 billion funding gap between 2016 and 2025. Revenue from the PFC will be used in part to connect airports to transit, including fast rail links for 10 of the busiest airports by 2030. Mike will also preserve and increase funding for the Essential Air Service program and promote regional air hub initiatives, to improve connectivity and opportunity in rural areas.

- **Complete one high-speed rail line by 2025 and three by 2030.** Rail projects are often plagued by poor planning, impossible promises and inaccurate budgeting. The U.S. ranks 37th in railroads, according to the World Economic Forum competitiveness report. Mike’s administration will establish a national rail authority to oversee planning, design and construction of regional high-speed rail networks, prioritizing routes that will make rail travel more convenient than flights for trips of less than 600 miles. The goal will be to complete one high-speed rail line by 2025 and three by 2030. Efforts will focus on the projects that are already furthest along, such as between Houston and Dallas, or Seattle and Portland, while assistance will be provided to other projects (e.g., California, Northeast Regional) that are being planned. An additional $5 billion will be dedicated to rail projects of national significance.

- **Fix our nation’s freight system to ease the flow of goods.** The explosion in online retail sales is straining the U.S. freight system. Ports and freight networks need to expand. Meanwhile, trucks are contributing heavily to congestion and pollution costs. Cargo transfers from ship to rail to truck can be inefficient. Mike’s plan will fund competitive grants to help address gaps in the system that slow the movement of goods, and to encourage more efficient, lower-emissions modes such as rail and barge shipping. To raise money for ports, Mike will increase the budget for the Nationally Significant Freight and Highway Programs project to $5.5 billion annually (from $1 billion) by 2025, while ensuring that 100% of the Harbor Maintenance Trust Fund is

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25 Federal Aviation Administration, Commercial Service Airports: based on Calendar Year 2013 Enplanements, January 2015
26 Federal Aviation Administration, Commercial Service Airport (Rank Order): based on Calendar Year 2018, December 2019
27 The National Center of Excellence for Aviation Operations Research, Total Delay Impact Study, October 2010
28 Federal Aviation Administration, Modernization of U.S. Airspace, September 2019
29 Federal Aviation Administration, Airport Improvement Program (AIP), January 2020
30 Federal Aviation Administration, Passenger Facility Charge (PFC) Program, January 2020
31 American Society of Civil Engineers, 2017 Infrastructure Report Card: Aviation, accessed February 2020
32 Department of Transportation, Essential Air Service, November 2017
33 Quartz, A decade ago, the US was promised high-speed rail—so where is it?, December 2019
35 U.S. Census Bureau News, Quarterly Retail E-Commerce Sales 3rd Quarter 2019, November 2019
36 Transport Topics, Port Officials Say Even With Trade Uncertainty, Now Is Time to Expand, October 2019
37 Bureau of Transportation Statistics, 2017 North American Freight Numbers, March 2018
38 Department of Transportation, Nationally Significant Freight and Highway Projects, accessed February 2020
used for harbor maintenance — including to modernize and bolster security at ports. Funding will also be directed to the Marine Highway Program to improve dams, locks, dredging and bulkhead repair; to pilot projects promoting short-sea shipping between smaller ports; and to support new “coastwise” barges and vessels.

- **Spread broadband coverage to improve connectivity and opportunity.** Some 21 million Americans lacked a broadband connection at the end of 2017, according to the Federal Communications Commission. But the problem may be much larger: A Microsoft study found that almost 163 million people in the U.S. do not surf the internet at broadband speeds. Mike will expand broadband access by auctioning off federal subsidies to bidders that agree to build high-speed networks in rural communities at the lowest cost. States will be encouraged to provide right-of-way access in dense urban communities in exchange for rural broadband investments — and will be required to follow a “dig once” policy, laying fiberoptic cable along with all major highway right-of-way and rail corridor projects. Meanwhile, the FCC will be directed to authorize the sharing of unused C-band spectrum with rural internet service providers so they can offer “wireless fiber.”

  - **Seed innovation in rural areas.** As part of his All-In Economy plan, Mike will also fund 30 new innovation hubs around the country to create jobs outside of traditional tech centers. Funding will be available to build new business parks and advanced manufacturing facilities, and to link them to broadband and fast transit.

3. **Make sure all Americans have safer and more reliable infrastructure and basic services.** The human costs of America’s broken infrastructure are mounting. Traffic fatality rates are higher in the U.S. than in comparable nations. In 2015, community water systems covering almost 21 million people violated health-based water quality standards, and the U.S. faces a $105 billion gap between needed and expected funding for drinking water and wastewater systems by 2025, according to the ASCE. The EPA says that lead paint is present in millions of U.S. homes. Mike will protect American families from these hazards to health and livelihood with smart, targeted investments.

- **Build safer streets and highways, cutting down dramatically on road deaths.** More than 36,000 people were killed on U.S. roads in 2018. Mike’s administration will save 20,000 lives by 2025 by drafting and implementing America’s first national safety plan, using data and designing federal “complete streets” design standards to reduce road fatalities. His administration will also implement next-generation 911 technology so that all Americans can contact emergency services by text, images and video as well as audio. And, to prepare for coming technological changes, Mike’s administration will establish national safety standards for autonomous vehicles (AVs), as well as a mandatory “vision test” for new AV models.

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39 Maritime Administration, America’s Marine Highway, August 2019
40 Federal Communications Commission, 2019 Broadband Deployment Report, May 2019
41 The New York Times, Digital Divide Is Wider Than We Think, Study Says, December 2018
42 Streetsblog USA, Why the U.S. Leads the Developed World on Traffic Deaths, December 2018
43 Proceedings of the National Academy of Sciences of the United States of America, National trends in drinking water quality violations, February 2018
45 Environmental Protection Agency, Protect Your Family from Exposures to Lead, accessed February 2020
47 911.gov, Next Generation 911, accessed February 2020
• Ensure safe drinking water for all. Many communities are facing severe threats to their drinking water. Cities such as Flint, Michigan, and Newark, New Jersey, have suffered lead crises, and about one in five rural wells is contaminated. Mike’s administration will invest $100 billion over 10 years to ensure clean drinking water for all communities, addressing the 100 cities with the worst water infrastructure by the end of his first term. The Environmental Protection Agency (EPA) Clean Water State Revolving Fund and Drinking Water State Revolving Fund will be increased to $6.6 billion annually, while $175 million will be funneled to the Water Infrastructure Finance and Innovation Act program to accelerate local investments. A point person on the Domestic Policy Council will oversee these efforts and advise the president. In order to shore up the finances of local water authorities, independent water authorities will be allowed to amalgamate. Meanwhile, a more interconnected system will be built to allow transfers of clean water to at-risk communities in times of need.

  ○ Protect families from lead contamination. Mike’s administration will require lead testing on any home receiving a Federal Housing Administration-backed loan and demand that states submit lead exposure data to the EPA. His administration will also support passage of the Home Lead Safety Tax Credit Act to incentivize lead removal.

• Reduce the threat posed by unsafe dams. At least 1,680 “high-hazard” dams — those where a failure would likely cause casualties — are in poor or unsatisfactory condition. Mike’s administration will invest in America’s dams to prevent tragedies, including through the Rehabilitation of High Hazard Potential Dams Grant Program and the National Dam Safety Program. All dams will be required to have updated Emergency Action Plans that account for growth in downstream communities and climate change. Projects and relicensing by the Federal Energy Regulatory Commission (FERC) will be evaluated using a basin-wide perspective (e.g., examining the dam in the context of the broader local ecosystem), so as to maximize output and environmental outcomes.

4. Build a clean-energy economy to fight climate change and prepare infrastructure for its impacts. Reducing carbon pollution requires investing in new clean-energy infrastructure. Mike’s plan will set standards and finance investments in a modern power grid, transit and inter-city bus and rail, electric vehicles (EVs), charging infrastructure and pollution-free buildings. Increasing the ability of our nation’s infrastructure to withstand the effects of a changing climate will be a top priority of Mike’s administration.

• Build a power grid for the 21st century. Much of America’s power grid is outdated and inadequate. Renewable power resources can be stranded or curtailed due to transmission

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49 Environmental Protection Agency, Clean Water State Revolving Fund (CWSRF), accessed February 2020
50 Environmental Protection Agency, Drinking Water State Revolving Fund (DWSRF), accessed February 2020
51 Environmental Protection Agency, Water Infrastructure Finance and Innovation Act (WIFIA), accessed February 2020
53 Associated Press, At least 1,680 dams across the US pose potential risk, November 2019
constraints. The grid was built to send power in one direction, from large fossil-fuel power plants to end users. What’s needed instead is a smart, multi-directional grid to support solar power from homes and buildings, backup energy storage, EVs and appliances, as well as micro-grids that can function when disasters cause blackouts. Mike’s administration will create a national transmission and distribution network for a modern clean-power system. It will identify five strategic corridors to upgrade as models for other areas, and use standards and financing to help states and utilities review vulnerabilities, reduce risks, protect electricity systems during emergencies and speed the conversion to smart grids.

- **Accelerate the transition to clean energy.** As noted in his plan for 100% clean power, Mike will work with Congress on a clean-energy standard similar to those in place in many states, establish pollution standards for coal and gas plants, and support incentives to make clean energy affordable for families and communities of every income level. Mike will also work with Congress to adopt aggressive national energy-efficiency targets for utilities and will encourage FERC to enact rules that level the playing field for clean energy — including energy storage, demand response and distributed energy resources — and that prioritize transmission infrastructure investments.

- **Speed the shift to EVs and reduce pollution from cars and trucks.** Mike’s plan for clean transportation will set an aggressive schedule for raising mileage and pollution standards for cars, trucks and buses. He will put in place tax credits and other incentives to make EVs affordable for every family and enact a national zero-emissions vehicle standard, aiming to make 15% of new trucks and buses pollution-free by 2030, along with 100% of new passenger cars by 2035.

- **Build the infrastructure for an electric transportation system.** Mike’s administration will offer grants and low-cost financing to help build out a nationwide EV charging network along the highway system and in metro areas. His administration will also change policies that restrict charging stations at rest areas and aim for an EV charging station every 50 miles on highways. And it will provide grants to states for charging infrastructure in underserved areas, as well as low-interest loans for multi-unit dwellings to install EV chargers.

- **Upgrade the country’s building stock.** As Mike laid out in his plan for clean buildings, his administration will help building owners and homeowners renovate and upgrade buildings and homes to save energy, and replace equipment and appliances that burn oil and gas with pollution-free electric ones. He will direct the Department of Energy to help develop a new model building code for energy-efficient, pollution-free buildings, and to assist cities and states in adopting and enforcing it. The federal government will lead by example, adopting stronger building standards early.

- **Reduce diesel pollution and clean the air around America’s ports.** Ports and freight hubs can be major sources of pollution. Mike’s administration will launch a new Zero-Emissions Trucks

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57 Yale Environmental Protection Clinic, Enhanced Western Grid Integration: A Legal and Policy Analysis of the Effects on California’s Clean Energy Laws, May 2017
58 Vox, Clean energy technologies threaten to overwhelm the grid. Here’s how it can adapt., November 2019
59 National Conference of State Legislatures, State Renewable Portfolio Standards and Goals, December 2019
60 E&E News, EV chargers at rest stops? Not so fast, say the feds, November 2019
and Buses program in 15 metro areas to reduce diesel pollution by helping ports and owners of truck and bus fleets (including school and transit buses and sanitation trucks) electrify systems and vehicles, as well as to install charging along key routes.

- **Ensure all Americans can breathe clean air regardless of zip code.** U.S. air quality\(^61\) has declined in recent years,\(^62\) putting millions of Americans at risk for respiratory damage and other health problems. Mike is uniquely qualified to address this: As mayor, he improved New York’s air quality to its best in more than half a century.\(^63\) Mike’s administration will reinstate clean-air rules\(^64\) and make sure states that receive federal infrastructure funding have a plan to meet air quality standards, including in schools and low-income communities.

- **Prioritize making infrastructure resilient to the impacts of climate change.** As part of his resilience plan, Mike will launch a Climate-Safe Communities program to help states, cities and the private sector plan improvements to infrastructure so that communities can better withstand storms, floods and extreme heat — giving priority to vulnerable underserved communities and to critical infrastructure systems such as telecommunications and energy. Mike will establish an Infrastructure Resilience Finance Corporation to provide loans, loan guarantees, credit enhancement and grants to support resilience projects.

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\(^61\) Associated Press, [US air quality is slipping after years of improvement](https://www.associatedpress.com), June 2019  
\(^62\) New York Times, [America’s Air Quality Worsens, Ending Years of Gains, Study Says](https://www.nytimes.com), October 2019  
\(^63\) New York Times, [New York’s Air is Cleanest in 50 Years, Study Finds](https://www.nytimes.com), September 2013  
\(^64\) New York Times, [95 Environmental Rules Being Rolled Back Under Trump](https://www.nytimes.com), December 2019