

## Trump vs. Biden on Infrastructure

	<b>Donald Trump:</b> <a href="#">FY 2021 President's Budget; Historic Investment in America's Infrastructure</a>	<b>Joe Biden:</b> <a href="#">Build Back Better: The Biden Plan to Build a Modern, Sustainable Infrastructure and an Equitable Clean Energy Future</a>
<b>Topline Infrastructure Investment</b>	\$1 trillion federal investment (~\$265 billion above current federal baseline) over 10 years	\$2 trillion, mostly federal, over 4 years
<b>Basic Structure</b>	<p>Proposes a 10-year reauthorization of current surface transportation programs (\$810 billion) and an additional \$190 billion major investment in infrastructure across multiple modes and sectors, including:</p> <ul style="list-style-type: none"> <li>- Building Infrastructure Great grants (\$60 billion)</li> <li>- Moving America's Freight Safely and Efficiently program (\$50 billion)</li> <li>- Bridge Rebuilding program (\$35 billion)</li> <li>- Revitalizing Rural America program (\$25 billion)</li> <li>- Transit State of Good Repair Sprint program (\$20 billion)</li> </ul> <p>The proposal represents a roughly \$265 billion increase above the current federal budget baseline</p>	<p>Dedicates \$2 trillion for an expansive slate of new programs aimed at making "far-reaching investments" in the following broad sectors:</p> <ul style="list-style-type: none"> <li>- Infrastructure</li> <li>- Auto industry</li> <li>- Transit</li> <li>- Power Sector</li> <li>- Buildings</li> <li>- Housing</li> <li>- Innovation</li> <li>- Agriculture and Conservation</li> <li>- Environmental Justice</li> </ul>
<b>Does the plan specify a funding source?</b>	<b>No funding mechanism specified</b>	<b>No funding mechanism specified.</b> May rely on Biden's overarching tax plan: "Biden's Plan: Make The Wealthy And Corporations Pay Their Fair Share, And Provide Tax Relief For Working Families"
<b>Highways, Roads, Bridges, and Transportation Alternatives</b>	<ul style="list-style-type: none"> <li>- Reauthorizes highway programs at \$602 billion over 10 years, almost entirely from the Highway Trust Fund</li> <li>- Establishes several new programs that benefit this sector, including Building Infrastructure Great grants (\$60 billion), Moving America's Freight Safely and Efficiently program (\$50 billion), Bridge Rebuilding program (\$35 billion), and Revitalizing Rural America program (\$25 billion)</li> <li>- Eliminates Transportation Alternatives program and correspondingly increases the State Transportation Block Grant Program</li> <li>- Reauthorizes Highway Safety Programs at \$19.8 billion over 10 years</li> <li>- Provides \$1 billion each for BUILD and INFRA annually</li> </ul>	<ul style="list-style-type: none"> <li>- Proposes to "transform[] our crumbling transportation infrastructure – including roads and bridges"</li> <li>- Pledges major public investments in clean automobile infrastructure, including 500,000 electric vehicle charging stations</li> <li>- Aims to help cities "invest in infrastructure for pedestrians, cyclists, and riders of e-scooters and other micro-mobility vehicles and integrate technologies like machine-learning optimized traffic lights."</li> </ul>
<b>Transit and Rail</b>	<ul style="list-style-type: none"> <li>- Reauthorizes transit programs at \$155 billion over 10 years, predominantly from the Highway Trust Fund</li> <li>- Provides \$20 billion for a new Transit State of Good Repair Sprint program focused on rehabilitating existing assets</li> <li>- Transit and/or rail eligible for Building Infrastructure Great grants (\$60 billion), Moving America's Freight Safely and Efficiently program (\$50 billion), and Revitalizing Rural America program (\$25 billion)</li> <li>- Provides \$1 billion each for BUILD and INFRA annually</li> <li>- Restructures Amtrak by transitioning long-distance routes to state control. Provides transitional funds under a new National Network Transformation Grant program</li> </ul>	<ul style="list-style-type: none"> <li>- Proposes to "spark[] the second great railroad revolution," by tapping existing USDOT federal grant and loan programs and streamlining the loan process</li> <li>- Proposes to work with Amtrak and freight rail companies to electrify the national rail system</li> <li>- Proposes to "revolutioniz[e] municipal transit networks," by providing all Americans in cities with 100,000 people or more with "quality public transportation by 2030."</li> <li>- Establishes a goal that all new American-built buses be zero-emissions by 2030</li> </ul>
<b>Aviation</b>	<ul style="list-style-type: none"> <li>- Reduces discretionary funding for the Essential Air Service</li> <li>- Aviation projects may be eligible for Building Infrastructure Great grants (\$60 billion) and Revitalizing Rural America program (\$25 billion)</li> </ul>	<ul style="list-style-type: none"> <li>- Proposes to "Transform[] our crumbling transportation infrastructure – including... aviation"</li> </ul>
<b>Finance</b>	Does not specifically address.	<ul style="list-style-type: none"> <li>- Taps existing loan programs for rail improvements</li> <li>- Proposes low-cost federal financing or tax incentives for an array of activities, including R&amp;D, upgrading facilities, and agricultural modernization</li> </ul>

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<b>Water</b>	<p>Water projects eligible for Building Infrastructure Great grants (\$60 billion), Moving America's Freight Safely and Efficiently program (\$50 billion), and Revitalizing Rural America program (\$25 billion)</p>	<ul style="list-style-type: none"> <li>- Ensures "clean, safe drinking water is a right in all communities..." by "investing in the repair of water pipelines and sewer systems, replacement of lead service pipes, upgrade of treatment plants, and integration of efficiency and water quality monitoring technologies."</li> <li>- Proposes to "transform[] our crumbling transportation infrastructure – including... ports, and inland waterways"</li> </ul>
<b>Regulatory, Streamlining, and Efficiency</b>	<p>Trump administration has made related proposals to streamline and expedite project delivery, including NEPA reform and establishing a "One Agency, One Decision" environmental review structure</p>	<ul style="list-style-type: none"> <li>- Includes "a series of policies to build worker power to raise wages and secure stronger benefits," including expansions in union representation and collective bargaining</li> <li>- Maintains Davis-Bacon, Project Labor Agreements, and Buy America</li> <li>- Proposes to streamline the loan process at existing credit programs such as TIFIA and RRIF</li> <li>- Proposes to "cut red-tape to promote faster and easier permitting" for renewable energy projects on existing rights-of-way</li> </ul>
<b>Climate and Resiliency</b>	<p>Does not specifically address</p>	<ul style="list-style-type: none"> <li>- Pledges to clean up abandoned Brownfield properties</li> <li>- Encourages the production and purchase of clean automobiles through consumer rebates and targeting incentives for zero-emissions vehicles</li> <li>- Pledges major public investments in clean automobile infrastructure including 500,000 electric vehicle charging stations</li> <li>- Accelerates R&amp;D for electric vehicles through direct subsidies</li> <li>- Establishes fuel economy standards</li> <li>- Marshals historic investment in energy efficiency, clean energy, and electrical systems through direct federal spending, tax incentives, and innovative financing mechanisms</li> <li>- Provides funds for upgrading, retrofitting, and weatherizing buildings</li> <li>- Pledges to spend \$400 billion on clean energy inputs, create a new Advanced Research Projects Agency on Climate (ARPA-C) to achieve a 100% clean energy target</li> <li>- Creates a Civilian Climate Corps</li> </ul>
<b>Other</b>	<p><b>Broadband:</b> Eligible for Building Infrastructure Great grants (\$60 billion) and Revitalizing Rural America program (\$25 billion)</p> <p><b>Public Lands:</b> Includes \$6.5 billion for a Public Lands Infrastructure Fund, supported by proceeds from federal offshore and onshore energy leases</p> <p><b>Other:</b> Pipeline, intermodal connections, and energy capital investments eligible for Building Infrastructure Great grants (\$60 billion)</p>	<p><b>Broadband:</b> Pledges to achieve universal broadband</p> <p><b>Auto Industry:</b> Pledges to "use all the levers of the federal government, from purchasing power, R&amp;D, tax, trade, and investment policies," to create 1 million new jobs in auto manufacturing, supply chains, and auto infrastructure</p> <p><b>Schools:</b> Launches "major, multi-year national effort to modernize our nation's schools and early learning facilities"</p> <p><b>Housing:</b> Increases federal investment in "new affordable, accessible housing construction"</p> <p><b>Agriculture:</b> Provides low-cost financing for farmers to leverage new technologies, techniques, and equipment</p> <p><b>Economic Development:</b> "Disadvantaged communities" will receive "40% of overall benefits of spending in the areas of clean energy and energy efficiency deployment; clean transit and transportation; affordable and sustainable housing; training and workforce development; remediation and reduction of legacy pollution; and development of critical clean water infrastructure."</p>