

# It's time to *shape up* America.

It's time for  
a national  
transportation  
fitness plan.

## Just 5 Steps.

There are no easy solutions.

It may take many small steps to reach the finish line, but we will never get there if we don't start. Having clear goals is the key.

The benefits of a plan include:

- A clear message
- Established roles: federal, state and local governments and system users
- Strategic investments
- Accountability

1  
Make a  
Plan



2  
Work with a  
buddy (or two)



3  
Keep track  
of results



4  
Maintain a  
balanced  
approach



5  
Stick to  
the plan



**TDA**  
Transportation Development Association

[www.tdawisconsin.org](http://www.tdawisconsin.org)



*It's how we get there*

**wings, rails,  
roads or waves**

From the buses in Racine to the Port of Green Bay to the rail lines in Superior to the Waukesha County Airport to the roads we use every day, **Wisconsin's transportation network is the key to connecting goods to market and people to jobs.**

Founded in 1971, the Transportation Development Association of Wisconsin promotes the vitality and safety of the state's transportation system, including public transit systems, public-use and general aviation airports, railroads, commercial ports, and roads. TDA's members comprise business, labor, units of government, regional planning organizations, as well as individuals.



[www.tdawisconsin.org](http://www.tdawisconsin.org) and Twitter handle **@TDAWisconsin**

## 2013 TDA Fly-in Transportation Priorities

### Background

Wisconsin is a diverse state with more than 11,000 miles of state and interstate highways; 103,000 miles of county highways, town roads and municipal streets; 81 public transit and shared-ride taxi systems; 131 public-use airports; 3,600 miles of railroad track and 29 commercial ports. This vast network supports an economy which is driven by manufacturing, agriculture and tourism.

The transportation network Wisconsin enjoys today was made possible by a partnership between federal, state and local governments. Wisconsin relies on federal funding for approximately 25 percent of the state's overall transportation budget and for as much as 40 percent of the state highway program. Federal funding affects all aspects of our transportation system – from the farmer sending corn down the Mississippi to the manufacturer who ships large industrial machinery out of the Port of Milwaukee to the student who relies on Madison Metro to get to class.

While the federal programs that fund the various modes are complex, there are some similarities among these programs: 1) most are funded at least in part by user fees, such as a fuel tax, 2) documented needs or current expenditures do not line up with the current user fee revenues and 3) Congress has been slow to align the user fees to new realities.

### Failure to Act is a Plan, Just Not a Good One.

Whether it is the aviation reauthorization, the upcoming Water Resource Development Act, or the surface transportation reauthorization next fall, TDA recommends:

- Invest in U.S. competitiveness
- Establish clear goals for each program
- Realign user fees to today's realities
- Use user fees for their intended purposes – trust fund firewalls
- Provide some certainty on future funding levels
- Manage the use of general fund revenue in this fiscally constrained environment
- Streamline the process to reduce project costs
- Permit states and other organizations flexibility to fund their share of the cost

### Can the U.S. Economy Grow Without Transportation Investment?

In this period of slow economic growth, business is often criticized for sitting on large amounts of capital and not putting the money to work to get the economy moving. Should they really be blamed for not making the long-term bet when the federal government is not setting a clear course for future growth?

#### In Wisconsin

Manufacturing drives about **20% of GDP**.

More than **40% of exports** are industrial and electrical machines.

Agriculture is responsible for **one in ten jobs**.

Tourism **contributed \$16 billion** to the economy in 2011.

## Highways & Transit

Wisconsin has a significant transportation funding shortfall, \$6 billion over the next 10 years just to preserve existing service, according to the Wisconsin Transportation Finance & Policy Commission. That shortfall becomes even larger if federal funding declines. And there is reason for concern. Federal Highway Trust Fund revenues are insufficient to cover program expenditures, which has necessitated \$56 billion in transfers from the general fund since 2008.

### TDA Position

- Plan for the future. TDA believes in the user-pays concept and urges Congress to facilitate a rapid transition to a user fee that is not dependent on the type of fuel powering the vehicle, possibly expanded tolling or a vehicle-miles-traveled fee.
- Fully fund the federal highway and transit programs through the appropriation process up to the levels authorized in MAP-21.

MAP-21, the current surface transportation reauthorization **expires September 30, 2014.**

Wisconsin receives annually about **\$700 million** for highways and **\$75 million** for transit under MAP-21.

The current FAA reauthorization **expires September 30, 2015.**

Airline passenger travel is forecast to **nearly double** over the next 20 years and cargo traffic to **more than double.**

## Aviation

Wisconsin airports and their associated activities are assets to the communities that they serve, generating approximately \$3 billion in economic activity annually and providing more than 41,000 jobs. Wisconsin's aviation industry accommodates almost 6 million passengers and about 110 million pounds of cargo each year.

### TDA Position

- Appropriate up to the levels included in the current reauthorization. Timely appropriations ensure Wisconsin can take full advantage of the short construction season.
- Sequestration has resulted in the FAA announcing the closure of almost 150 contract towers, 8 in Wisconsin. TDA asks Congress to look at viable alternatives that would meet the need to reduce federal spending, while also continuing to provide the same level of aviation safety.

## Ports, Harbors & Waterways

Wisconsin's 29 commercial ports offer manufacturers and shippers a major transportation alternative many states cannot provide. Each year, Wisconsin ports handle over 40 million tons of cargo valued at over \$8 billion. According to a 2010 economic overview, the state's ports support almost 10,000 jobs and annually generate more than \$1.6 billion in economic output and nearly \$462 million in personal income.

### TDA Position

- Provide adequate funds to address the backlog of dredging projects at Wisconsin ports.
- Support investment in our ports and inland waterways as an important part of a national freight policy.
- Support national standards for the treatment of ships' ballast water to prevent the introduction and spread of aquatic invasive species.
- Ensure that funds collected for harbor maintenance are spent for their intended purpose.

Approximately **\$7 billion** collected from maritime commerce has not been used to maintain harbors.

In 2010, **81% of U.S. agricultural exports** and **71% of imports** were waterborne.

## Freight Rail

Wisconsin is served by 12 railroads including four major (Class I) railroads. Each year these railroads haul more than 190 million tons of cargo. Freight rail volumes in Wisconsin are projected to increase 60 percent by 2030.

### TDA Position

- Support a strong freight rail industry, a vital partner in moving the nation's economy.

## Passenger Rail

Ridership on the Hiawatha has grown from less than 300,000 in 1989 to more than 830,000 in 2012. Service has also grown from two daily round trips in the beginning to seven daily round trips Monday to Saturday. The Hiawatha service is the sixth busiest corridor for Amtrak.

### TDA Position

- Oppose any cuts or changes to Amtrak funding that might jeopardize the future of the successful Hiawatha line.