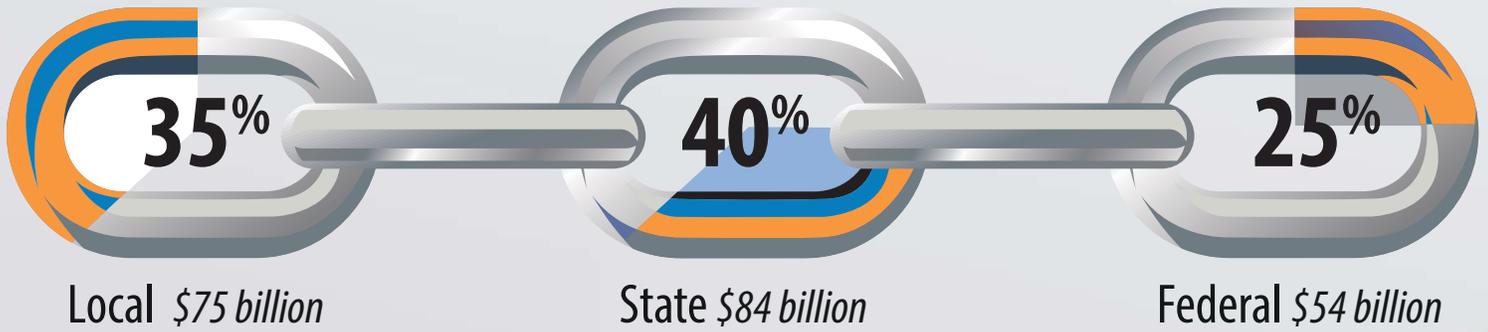


*Our transportation
system
is only
as strong
as the
weakest
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We win together or lose together

Government Funding for Highways and Transit *AVERAGE ANNUAL SPENDING 2008-12**



*Source: The Pew Charitable Trusts

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.

Keeping Wisconsin and the nation moving takes a team effort—

a true partnership between federal, state and local governments. And increasingly there is an understanding that all levels will have to pick up their game in order to keep our transportation system from being a drag on the economy. The Congressional Budget Office, citing Federal Highway Administration data, finds that simply maintaining the current performance of the highway and transit systems would require at least \$13 billion more per year than is already spent at all levels of government.

States and local governments are leading the way. Since 2004, there have been more than 650 initiatives to increase state, county and local transportation funding, and 73% of the measures passed. They passed in Republican counties, and they passed in Democratic counties. The voters get it.

State legislatures are taking the tough vote also. According to the Institute on Taxation and Economic Policy, six states enacted fuel tax increases or reforms in 2013 and two more in 2014. This year already, Iowa, South Dakota and Utah legislatures have voted to increase transportation user fees. And more states are seriously considering a gas tax increase to help address transportation revenue shortfalls

States and locals stepping up to the plate doesn't lessen the need for a strong federal partner. Our transportation system is only as strong as the weakest link.

➔ 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 \$65 billion in bailouts since 2008.

TDA POSITION

Authorize the surface transportation program prior to the May 31st expiration. The bill should:

- Address documented needs. *CBO projects a 6-year authorization bill at current levels plus inflation will require approximately \$90 billion in additional revenue.*
- Provide short-term funding increases by reestablishing the purchasing power of the gas tax. *Wisconsin receives annually about \$710 million for highways, \$80 million for transit, and \$15 million for safety under MAP-21.*
- 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.
- Maintain trust fund firewalls and multi-year contract authority.
- Allow states flexibility to fund their share of transportation investment, including tolling of existing Interstate lanes.
- Build on the streamlining contained in MAP-21, further reducing the cost to deliver projects.

➔ Aviation

Wisconsin airports and their associated activities are assets to the communities they serve, generating approximately \$7 billion in economic activity annually and supporting more than 90,000 jobs. Wisconsin's aviation industry accommodates about 4.4 million passengers and approximately 118 million pounds of cargo each year.

TDA POSITION

Enact a comprehensive, multi-year authorization bill prior to the September 30th expiration of the current bill. One that:

- Authorizes the Airport Improvement Program (AIP) at least at the previously authorized level of \$3.5 billion a year.
- Maintains the current system of taxes and fees.
- Raises the Passenger Facility Charge from \$4.50 to \$8.50 and provides airports more flexibility in the use of these funds.

➔ 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 30 million tons of cargo, which generates more than \$1.6 billion in economic activity and almost 10,000 jobs.

TDA POSITION

- Provide adequate funds to address the backlog of dredging projects at Wisconsin ports. *Historically, about half of the \$1.8 billion collected each year in the Harbor Maintenance Trust Fund to maintain harbors has NOT been used to support projects, resulting in an almost \$9 billion fund balance.*
- Support investment in our ports and inland waterways as an important part of a national freight policy. *Approximately 60 percent of U.S. grain and oilseed exports— including more than 2.5 billion bushels of corn and soybeans— transit the Upper Mississippi-Illinois River system each year.*
- Enact H.R. 980/S. 373, legislation to create national standards for the treatment of ships' ballast water and to establish clear exclusive federal jurisdiction over ballast water regulation.
- Hit the target established in the Water Resource Reform & Development Act of 2014—appropriate \$1.25 billion in FY2016 for harbor maintenance.

- Allows states more flexibility to use non-primary entitlement funds in combination with state apportionment funding to direct these AIP dollars to the highest priority airport projects. Under current law, the state apportionment formula provides \$4.1 million annually, which only allows the state to address two significant general aviation projects per year. *The current FAA authorization expires September 30, 2015.*

- Continues the Essential Air Service (EAS) Program which provides funding for rural commercial service in all 50 states, including Eau Claire and Rhinelander. *Wisconsin receives approximately \$70 million in AIP funding annually.*

There were five years and 23 extensions between the current aviation authorization and the prior bill.

➔ Freight Rail

Wisconsin is served by 13 railroads including four major (Class I) railroads. Each year these railroads haul more than 160 million tons of cargo. U.S. railroads plan to spend an estimated \$29 billion on the nation's rail network, and project to hire about 15,000 people in 2015.

TDA POSITION

- Support balanced policies that continue to allow railroads to invest in their infrastructure. Freight rail is a vital partner in moving the nation's economy.
- Support continued dedicated funding for the Section 130 program, highway-rail grade crossings, in the reauthorization of MAP-21.

➔ Passenger Rail

Ridership on the Hiawatha has grown from less than 300,000 in 1989 to about 800,000 in 2014. Service has also grown from two daily round trips in the beginning to seven daily round trips Monday to Saturday and six on Sunday. The Hiawatha is the busiest corridor in the Midwest and the sixth busiest state-supported Amtrak route.

TDA POSITION

- Support reauthorization of the federal passenger rail programs similar to the recently passed H.R. 749.



wings, rails,
roads or waves
It's how we get there

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 and
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