



TIME TO GET
Moving



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,
- 127 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 legislative bodies in Wisconsin and Washington, DC have something in common.

They are stuck in traffic.

When it comes to making significant long-term investments in the state's or the nation's transportation infrastructure, the talking points haven't changed much in over decade.

- *It is time to fix our aging infrastructure.*
- *It is time to come up with a long-term funding strategy.*
- *It is time to shore up the Highway Trust Fund.*

TDA, working with partners, has been part of the Just Fix It campaign in Wisconsin—pushing the state to step up. We will continue those efforts, and we are in DC to do the same.

Wisconsinites can't afford to be stuck in traffic.

It is time to get moving.

Highways & Transit

TDA is appreciative of the FAST Act, with its years of certainty and increased funding for Wisconsin.

Wisconsin receives annually more than **\$750 million** for highways, **\$85 million** for transit and **\$16 million** for safety under the FAST Act.

Wisconsin faces a \$6 billion funding shortfall over the next decade just to preserve existing services and system conditions. This makes it unlikely Wisconsin would be in a good position to take advantage of new programs that require an 80% non-federal match.

The next authorization, if six years, will require more than \$100 billion in additional revenue.

TDA POSITION

- Reach consensus on a sustainable funding source for the Highway Trust Fund as part of any incremental transportation initiative.
- Plan for the future, including a 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.
- Build on the streamlining measures already enacted further reducing the cost to deliver projects.
- Appropriate to the FY 2019 levels authorized by the FAST Act.

/// 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 5 million passengers and more than 100 million pounds of cargo each year.

TDA POSITION

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

One that:

- Provides, at a minimum, the \$3.75 billion annual Airport Improvement Program (AIP) funding level contained in the Senate reauthorization proposal and the House proposal to supplement core AIP funding investments with an additional \$1 billion in general funds through the appropriations process.
- Raises the Passenger Facility Charge from \$4.50 to \$8.50 and provides airports more flexibility in the use of these funds.
- Continues the Essential Air Service (EAS) Program which provides funding for rural commercial service in all 50 states, including Eau Claire and Rhinelander.

*The current FAA authorization, which has been extended multiple times, will expire **September 30, 2018.***

*Wisconsin receives approximately **\$60 million** in AIP funding annually.*

/// Freight Rail

Wisconsin is served by 10 railroads including four major (Class I) railroads. Each year these railroads haul over 200 million tons of cargo. U.S. railroads spend on average more than \$20 billion each year to enhance the nation's rail network and employ 170,000 people.

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 the short line tax, which expired in 2016, by making the credit part of permanent tax policy.

/// 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.
- Support investment in our ports and inland waterways as an important part of a national freight policy.
- Enact H.R. 1154/S. 168, legislation to create national standards for the treatment of ships' ballast water and to establish clear exclusive federal jurisdiction over ballast water regulation.
- Appropriate to the Harbor Maintenance Tax spending target established in the Water Resources Reform and Development Act (WRRDA), \$1.38 billion in FY 2019.

*Historically, not all of the approximately **\$1.5 billion** collected each year in the Harbor Maintenance Trust Fund to maintain harbors has been used to support projects, resulting in a **fund balance of \$9 billion.***

*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.*

/// Passenger Rail

Ridership on the Hiawatha has grown from less than 300,000 in 1989 to about 815,000 in 2016. 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

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



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 and Twitter handle **@TDAWisconsin**