



## 2006 TDA Fly-in Summary of TDA Positions

### Highways & Transit

- Commend the Wisconsin delegation for bipartisan cooperation in support of provisions favorable to our state during the reauthorization of surface transportation programs.
- Urge Congress to fund the federal highway and transit programs through the appropriation process up to the levels authorized in SAFETEA-LU.
- Uphold the funding guarantees in SAFETEA-LU. Recent studies have shown that the Highway Trust Fund (HTF) may be bankrupt as early as 2008. Short-term strategies need to be found to prevent the draw down of the HTF and the economic impacts that would result from a sudden and severe reduction in guaranteed funding.
- Support adequate Bus Capital funding. Between 1998 and 2005, Wisconsin received an average of \$15 million annually from the Bus Capital program, with much of this funding coming through the annual appropriation process. In 2006, the state's funding was reduced to \$9 million. The Wisconsin Department of Transportation is requesting \$54 million in 2007. See WisDOT's 2007 federal appropriation requests included in the folder.

### Aviation

- Appropriate the full \$3.7 billion authorized for the Airport Improvement Program (AIP) in 2007. The President's budget proposes \$2.75 billion for AIP in 2007. This may result in a loss of \$19 million in airport funding for Wisconsin. AIP is the primary funding source for airport expansion and reconstruction projects.
- Ensure adequate Aviation Trust Fund revenue to maintain a safe and efficient aviation system as air travel continues to grow.

### Amtrak/Rail

- Oppose elimination of operating grants as proposed in the President's 2007 Amtrak budget. Amtrak provided nearly \$10 million to operate Hiawatha in 2006. Without this federal funding, Wisconsin would need to increase funding or cut service.
- Support enactment of a long-term authorization bill for Amtrak. A multi-year authorization would establish predictable funding levels and program reforms. The cornerstone of intercity passenger rail reform should include a dedicated, multi-year federal capital program for infrastructure and equipment investments.

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2006 TDA Fly-in  
**Summary of TDA Positions**  
*continued*

**Ports, Harbors & Waterways**

- Support enactment of the Water Resources Development Act to improve Wisconsin ports and improve shipping on the Upper Mississippi River – Illinois Waterway.
- Support federal funding for Soo Locks reconstruction, which will constitute half of the \$300 million project cost. Wisconsin has committed its \$5.8 million share to the project, which has yet to begin due to the lack of federal money. The project would provide a second 1,000-foot lock and refurbish the existing lock to provide a reliable link between the Great Lakes and the world.
- Support adoption of legislation establishing consistent national standards for the treatment of ship's ballast water to prevent the introduction and spread of aquatic invasive species and including a federal research program to develop ballast-water treatment technology.

## 2006 TDA Fly-in Highways & Transit

### Background

In 2005, President Bush signed into law the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This multi-year reauthorization of federal surface transportation includes total guaranteed funding of \$286.5 billion – \$227.6 billion for federal highway programs and \$52.6 billion for transit programs.

SAFETEA-LU provides on average over \$700 million annually for Wisconsin highways and returns \$1.06 for every transportation dollar sent to Washington. SAFETEA-LU also provides an average of \$65 million annually for transit, increasing Wisconsin's share of transit formula funds by 1.65 percent. Wisconsin relies on federal funding to provide 25-30 percent of the state's transportation budget.

### TDA Position

- Commend the Wisconsin delegation for bipartisan cooperation in support of provisions favorable to our state during the reauthorization of surface transportation programs.
- Urge Congress to fund the federal highway and transit programs through the appropriation process up to the levels authorized in SAFETEA-LU.
- Uphold the funding guarantees in SAFETEA-LU. Recent studies have shown that the Highway Trust Fund (HTF) may be bankrupt as early as 2008. Short-term strategies need to be found to prevent the draw down of the HTF and the economic impacts that would result from a sudden and severe reduction in guaranteed funding.
- Support adequate Bus Capital funding. Between 1998 and 2005, Wisconsin received an average of \$15 million annually from the Bus Capital program, with much of this funding coming through the annual appropriation process. In 2006, the state's funding was reduced to \$9 million. The Wisconsin Department of Transportation is requesting \$54 million in 2007. See WisDOT's 2007 federal appropriation requests included in the folder.
- TDA supports the two commissions created by SAFETEA-LU to examine the projected needs of the nation's surface transportation system and to develop recommendations to meet these needs. Congress must address the significant challenge of financing federal highway and transit programs in the future.



2006 TDA Fly-in  
**Air Reauthorization  
& 2007 Aviation Funding**

**Background**

Airports, aviation and related industries in Wisconsin account for \$2.1 billion of economic activity, supporting over 41,000 jobs with a payroll of \$775 million. The economic impact is even greater if the income produced by existing businesses that depend on air cargo shipments is taken into account. Between 1997 and 2001, 85 percent of all new and expanding manufacturing firms located within 15 miles of the state's 49 jet-capable airports.

Wisconsin receives on average \$60 million per year under the existing four-year aviation authorization (Vision 100). These funds make up 60-70 percent of Wisconsin's aviation program and are allocated to both commercial passenger service and general aviation airports handling business and leisure travel, emergency medical, and law enforcement functions. The current authorization expires September 30, 2007.

**TDA Position**

- Appropriate the full \$3.7 billion authorized for the Airport Improvement Program (AIP) in 2007. The President's budget proposes \$2.75 billion for AIP in 2007. This may result in a loss of \$19 million in airport funding for Wisconsin. AIP is the primary funding source for airport expansion and reconstruction projects.
- Ensure adequate Aviation Trust Fund revenue to maintain a safe and efficient aviation system as air travel continues to grow.
- Maintain the provision in Vision 100 that requires the federal government to spend all the funds collected in the Aviation Trust Fund on aviation programs.
- Modify the apportionment formula for general aviation airports in the next authorization to improve funding for Wisconsin's nearly 90 general aviation airports. The current formula provides \$5 million annually, which only allows the state to address 2 modest projects per year.

2006 TDA Fly-in  
**Amtrak Reauthorization  
& 2007 Rail Funding**

**Background**

The Chicago-to-Milwaukee service on Amtrak's Hiawatha route offers an affordable and reliable option for those traveling the 85 miles between the largest cities in Wisconsin and Illinois. The Hiawatha has growing ridership and continues to earn one of the best on-time ratings among the Amtrak routes. Wisconsin has supported the service financially since 1989 and currently funds approximately 75 percent of the non-federal subsidy. Illinois funds the remaining 25 percent of the non-federal subsidy. Reductions in federal Amtrak funding would mean cost increases for Wisconsin or service cuts.

Amtrak has been without authorizing legislation since 2002. Amtrak reauthorization bills have been introduced in both the House and the Senate. Each bill proposes approximately \$2 billion in federal funding annually and includes operational reforms. The President's 2007 budget requests \$900 million for Amtrak and eliminates funding for operating grants. While an improvement over the Administration's zero funding proposal last year, it would likely result in service cuts.

In addition to Amtrak, high-speed rail is a key next step for intercity passenger rail in Wisconsin. A 110 mph Milwaukee-to-Madison high-speed rail corridor would be part of the proposed Midwest Regional Rail System, envisioned as a 3,000 mile Midwest passenger rail network radiating from Chicago and serving nine states. High-speed rail hinges on significant federal funding.

**TDA Position**

- Oppose elimination of operating grants as proposed in the President's 2007 Amtrak budget. Amtrak provided nearly \$10 million to operate Hiawatha in 2006. Without this federal funding, Wisconsin would need to increase funding or cut service.
- Support enactment of a long-term authorization bill for Amtrak. A multi-year authorization would establish predictable funding levels and program reforms. The cornerstone of intercity passenger rail reform should include a dedicated, multi-year federal capital program for infrastructure and equipment investments.
- Support S. 1516 which authorizes \$1.4 billion for state high-speed rail projects. The bill would benefit from the inclusion of a tax-credit bonding provision for states such as the one (RIDE-21) considered in the House.

2006 TDA Fly-in  
**Ports, Harbors & Waterways**

**Background**

Wisconsin's 15 commercial ports offer manufacturers and shippers a major transportation alternative many states cannot provide. A commodity-flow study conducted by Reebie Associates for the Wisconsin Department of Transportation in 2002 indicated that Wisconsin's commercial ports annually handle some 44 million tons of cargo with an estimated value of more than \$7 billion. According to a 2004 economic overview of Wisconsin's commercial ports published by WisDOT, our state's ports support 11,387 jobs and annually generate more than \$1.3 billion in economic output and nearly \$377 million in personal income.

Increased federal investment is vital to maintaining and modernizing the U.S. water transport system. In June 2005, the Water Resources Development Act of 2005 (H.R. 2864) was introduced. The bill authorizes a \$3.4 billion project for navigation improvements and ecosystem restoration along the Upper Mississippi River-Illinois Waterway, a 1,200-mile, 9-foot-deep navigation channel created by 37 lock-and-dam sites and thousands of channel-training structures. H.R. 2864 passed the House on a vote of 406-14. A Senate Water Resources Development Act, S. 728, was introduced in April 2005 but has not been acted upon by the full Senate.

**TDA Position**

- Support enactment of the Water Resources Development Act to improve Wisconsin ports and improve shipping on the Upper Mississippi River – Illinois Waterway.
- Support federal funding for Soo Locks reconstruction, which will constitute half of the \$300 million project cost. Wisconsin has committed its \$5.8 million share to the project, which has yet to begin due to the lack of federal money. The project would provide a second 1,000-foot lock and refurbish the existing lock to provide a reliable link between the Great Lakes and the world.
- Support adoption of legislation establishing consistent national standards for the treatment of ship's ballast water to prevent the introduction and spread of aquatic invasive species and including a federal research program to develop ballast-water treatment technology.
- Support adoption of legislation exempting binational and domestic freight ferry service from the U.S. Harbor Maintenance Tax.