



We're not there yet.

There is still more work to do.

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.

A recent article pointed out what it referred to as a nightmare scenario,

something that could lead to the loss of 11 million jobs and tank the economy worse than the “Great Recession.” According to a new Department of Homeland Security report, this could happen if the Poe Lock, a 50-year old piece of transportation infrastructure of which few people have ever heard, were to fail and not be operational for six months.

While this is perhaps an extreme example of the cost of infrastructure failure, people encounter smaller disruptions every day. A business losing man-hours as trucks sit in traffic. Increased wear and tear on the family car due to poor road conditions. A broken-down bus leading to a missed appointment. A flight delay caused by lack of runway capacity. In total, this is a big drain on our nation’s economy.

Thank you for your support of Wisconsin transportation. We are not there yet...

/// Highways & Transit

TDA thanks Congress for passing the FAST Act, with its five years of certainty and increased funding for Wisconsin. This is particularly important as Wisconsin faces a \$6 billion funding shortfall over the next decade just to preserve existing service and conditions.

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

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

TDA POSITION

- Appropriate up to the levels provided in the FAST Act.
- Reach consensus on a sustainable funding source for the Highway Trust Fund, 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.

/// 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 120 million pounds of cargo each year.

TDA POSITION

Enact a comprehensive, multi-year authorization bill prior to the July 15th expiration of the current extension.

One that:

- Authorizes the Airport Improvement Program (AIP) at least at the previously authorized level of \$3.5 billion a year.
- 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 already been extended twice, will expire July 15, 2016.

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

Let's not do it again. There were five years and 23 extensions between the current aviation authorization and the prior bill.

/// 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. 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.
- Appropriate at least at the level of funding provided in FY2016 for harbor maintenance, \$1.263 billion.

Historically, about half of the \$1.7 billion collected each year in the Harbor Maintenance Trust Fund to maintain harbors has NOT been used to support projects, resulting in a fund balance in excess 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.

/// 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. In 2015, U.S. railroads spent an estimated \$29 billion to enhance the nation's rail network and employed 180,000 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 preservation of the short line tax credit, which expires at the end of 2016.

/// 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

- 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**