

WCHA COMMISSIONER TRAINING CONFERENCE 2008

Federal Transportation Reauthorization

- Programs
- Existing Program concerns
- Priorities of various programs
- Possible Priorities
- Challenges

Daniel J. Fedderly P.E.;R.L.S.
Executive Director, WCHA

April 2008
Wausau, Wisconsin



EXISTING PROGRAMS

- Federal Aid Rural
- Federal Aid Urban
- Federal Aid Bridge
- Rural Road Safety Program
- CMAQ
- Transportation Enhancements
- Small HES

FEDERAL PROGRAM CONCERNS

- unless Congress acts, revenues will fall as much as \$3.2 billion short of SAFETEA-LU authorizations in Fiscal Year 2009.
- That could mean a reduction in federal funding of approximately \$13.5 billion below SAFETEA-LU authorized levels for FY 2009.
- That would translate into more than half a million jobs lost at a time when the economy is already slowing.
- Congress would head into reauthorization in 2010 with virtually zero money in the Highway Trust Fund for highway programs and only \$1.2 billion for transit programs.

FEDERAL PROGRAM CONCERNS

- as oil prices increase, so will the costs of construction. It is now estimated that by 2015, inflation will have eroded the buying power of transportation dollars by 80 percent., fuel to mow right of ways and move dirt has increased an incredible 204 percent.
- a new vision is needed to guide the federal highway and transit programs, and the public will demand increased accountability for the use of tax dollars.

POSSIBLE REAUTHORIZATION REVENUE PRIORITIES

- Increased Federal Gas Tax
- Indexed Federal Gas Tax
- Alternative Fuels Tax
 - (ethanol, Hydrogen, Electric)
- VMT – Vehicle Miles Traveled
- VII – Intelligent Vehicle Revenue
 - (Congesting Pricing)

POSSIBLE REAUTHORIZATION PRIORITIES

- Emphasis on system preservation—
 - need to focus on preserving what we have to ensure the greatest opportunity to prioritize new construction
- Project and system maintenance important
- Streamline project Delivery to create project efficiencies
- Increased opportunities for funding directly to Counties (not through States)
- Increased opportunities for Counties utilization of Federal Funds (LFA Issue)
- Increased emphasis on Rural Road Safety Program and County two lane Rural Road Funding

CHALLENGES

- **ALL STAKEHOLDERS MUST WORK TOGETHER**
 - BETTER UTILIZATION OF EXISTING FUNDS
 - COST VS BENEFIT OF REGULATIONS (HIGHER PRIORITY)
 - ELIMINATED NON-BENEFICIAL PROCESSES (\$'S ON THE ROAD)
 - IMPROVED PROGRAM KNOWLEDGE BY ALL (DO & DO NOT)
 - IMPROVED PROJECT SELECTION AND SCOPE (KNOW WHY?)
 - INCREASED OVERALL REAUTHORIZATION FUNDING
 - BUILD A BROADER BASE
 - NEW SOURCES
 - ON GOING AND GROWING STAKEHOLDER COOPERATION AND COMMITMENT
 - INCREASED FUNDING TO ELIMINATE State vs. State conflicts
 - PROVIDING INCREASED OPPORTUNITIES FOR LFA UTILIZATION

QUESTIONS ????????



DANIEL J. FEDDERLY P.E.;R.L.S.
EXECUTIVE DIRECTOR, WCHA

715-505-WCHA

hwype@wwt.net

THANK YOU FOR
YOUR INTEREST!!