

Impact of 37% Cut to Federal Transportation Investment

The House-passed Budget Resolution for FY12 (H. Con. Res. 34) calls for a 37 percent reduction in surface transportation investment. If the next surface transportation authorization extension and FY12 appropriations legislation enact that level of reduced investment, **Washington State will lose \$367.5 million in federal highway and transit investment in just one year (FY12), resulting in the loss of 4,021 jobs¹**. These cuts mean Washington’s local governments, transit agencies and the state will be unable to begin work on important projects and will struggle to preserve the current system. At a minimum, WSDOT urges Congress to continue current levels of funding for surface transportation programs in FY12.

FY11 Actual Federal Highway Funding –	\$635.4 million	
FY12 House-Proposed Federal Highway Funding –	<u>\$395.9 million</u>	
<i>Highway Funding Reduction for FY12</i>	<i>-\$239.5 million reduction</i>	
FY11 Actual Federal Transit Funding –	\$346 million	
FY12 House-Proposed Federal Transit Funding –	<u>\$218 million</u>	
<i>Transit Funding Reduction for FY12</i>	<i>-\$128 million reduction</i>	
Total Reduction for FY12	-\$367.5 million reduction	37.69%

➤ **IMPACT TO STATE HIGHWAY SYSTEM (-\$158.1 MILLION)**

- Would increase the state backlog of pavement in need of paving by 330 miles in FY12. If the reduction is continued over ten years, over 30% of asphalt lanes miles will be in critical need of paving. Failure to prevent the increase in the backlog of poor condition road miles will lead to costly pavement reconstruction and negatively affects freight mobility. Additionally, Washington drivers will face more costly car repairs due to rougher roads.
- Could no longer replace functionally obsolete bridges, including two bridges that are planned to be replaced in FY12. Seismic upgrades on bridges would no longer be federally funded. The amount of bridge painting would be limited to only the most critical sections, potentially leading to shorter bridge life.
- Could only address emergency electrical and drainage system failures and preventative rock scaling. Funding would not be available to maintain or extend the life of aging culverts and major electrical systems leading to costly reconstruction or replacement.

➤ **IMPACT TO LOCAL SYSTEM (-\$81.4 MILLION)**

- Would likely require local agencies to put important projects on hold, including delaying the start of rehabilitating and/or replacing structurally deficient bridges. Additionally, fewer high priority capital safety improvement projects would be implemented, possibly resulting in more fatal and serious injury accidents.

➤ **IMPACT TO TRANSIT AND FERRY SYSTEMS (-\$128 MILLION)**

- Would force transit agencies, particularly in rural areas, to significantly cut service areas and/or reduce service hours, on top of cuts already made during the current economic downturn. In addition to service cuts, transit agencies of all sizes would likely receive less funding for preventative maintenance and capital needs for new vehicles or facilities. Washington State Ferries would also have to put on hold some vessel and terminal projects planned for FY12 with federal transit funds. Cuts in transit investment have a direct impact on increased congestion, which directly affects freight mobility.
- In addition, the House-passed Budget Resolution would cut \$74 million from the New Starts program nationally in FY12, which could impact the FY12 and future New Starts payments to Sound Transit for its University Link light rail project and King County for its RapidRide bus rapid transit projects. It could also put more pressure on Washington projects in the New Starts “pipeline,” like the Columbia River Crossing and future Sound Transit light rail extensions.

¹ Direct, indirect and induced jobs based on a calculation by the Washington State Office of Financial Management that every \$1 million invested in transportation in Washington State in FY12 creates or sustains 10.941 jobs.