
Proposed 2009 Economic Stimulus Transportation Funding Act

Representative Judy Clibborn, Chair
House Transportation Committee

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House Transportation Chair Proposed 2009 Economic Stimulus Transportation Funding Act

Overview

The House Chair's proposed economic stimulus funding proposal builds on the Governor's plan to invest in transportation infrastructure in the east and west sides of the state, advancing regionally significant projects and making important investments in the preservation and safety of our highway system. These investments will benefit the movement of people and goods, and will create jobs throughout the state.

Washington State is expected to receive \$492 million from the American Recovery and Reinvestment Act for highway purposes. Of that amount, \$341 million may be spent by the state Department of Transportation on projects that improve and preserve state roads. The remaining \$151 million will be distributed to local governments via metropolitan planning organizations and counties.

The \$492 million federal investment is expected to generate 4,920 jobs statewide.

The Legislature's priorities in allocating the federal funds are to: maintain commitments made with the Nickel and Transportation Partnership Acts to keep projects on schedule despite revenue decreases and cost increases, fill funding gaps in the state's preservation backlog, and address the lack of funding for statewide safety improvements.

The Chair's proposal also makes the final supplemental adjustments to the 2007-09 Transportation Appropriations Act. Overall, this proposal reduces state appropriations, largely reflecting delays of transportation projects made to accommodate reduced state revenues as well as to reflect unavoidable developments in project delivery.

Additional investments made in the current biennium are:

- \$16.5 million for the record setting ice and snow removal costs in the winters of 2008 and 2009, above the original expectations of \$76 million.
- \$20 million in federal emergency funds for damage to highway infrastructure due to flooding.
- \$8.9 million for increased fuel costs incurred by DOT maintenance staff and the ferry system during 2008.
- \$6.2 million for the ferry system's increased costs of vessel parts, lube oil, terminal agent contracts, and costs associated with the sale of two passenger-only ferries.

Estimate* of Federal Stimulus Highway Funds to WA

\$492 Million

State ~ 70%
\$341 Million

~ 30% Local
\$151 Million

Priorities for State Allocation:

- Advance eligible Nickel/TPA projects back to/near 2008 schedule
- Unfunded and underfunded preservation projects and backlog
- Statewide unfunded safety improvements (cable barriers, rumble strips, etc.)
- State-wide benefit
- Job retention/creation (10 jobs per \$1 M)

Urban areas with more than 200,000 population:

Puget Sound (PSRC)	\$78 M
Spokane (SRTC)	\$10 M
Vancouver (RTC)	\$ 9 M

Places w/less than 200,000 population: \$54 M

What is "Ready to Go"?

50% of the state allocation (\$170.5 M) must be obligated within 120 days. The remaining state and entire local allocation must be obligated within 1 year.

States which successfully obligate 50% of their initial share of stimulus funds by 120 days are eligible for additional monies redistributed from other states.

Additional Funding Available through National Grant Programs

- \$8.0 B – National Discretionary Grants for rail projects with priority for urban, high-speed rail
- \$6.9 B – National Transit Grants (awarded at local level; TMA, MPO, County Leads, by formula)
- \$1.5 B – National Discretionary Grants for a National Surface Transportation System
- \$1.3 B – National, Capital Grants for Amtrak
- \$750 M – National, Fixed Guideway Capital Infrastructure (awarded at local level by formula)
- \$60 M – National Ferry Transportation Systems Grants

*All dollars are rough estimates and subject to change based on final apportionments from USDOT. Transportation enhancement amounts are included in totals.