# AFF Answers to Budget DAs

### AT: Sidewalks

#### Safe Routes to School has funding – no tradeoff

Pedroso 12 (Margo, Safe Routes to School, “What Does the Transportation Bill Mean for Safe Routes to School?,” 6/28/12, <http://www.saferoutespartnership.org/node/914/>)

Funding will continue to flow under current law through September 30, 2012. That means that by the time funding draws to a close under current law, states will have received approximately $1.16 billion in Safe Routes to School funding. As of March 2012, states had allocated approximately $812 million of this funding—leaving $350 million yet to be awarded. We will be working with state departments of transportation as well as advocates and public officials to get state DOTs to allocate any remaining Safe Routes to School funds. In addition, funds already awarded should continue to flow.

#### People will still eat poorly – the walking distances are only a couple blocks, not enough to counter poor eating

#### DA talks about future military readiness, but these kids are in middle school – at least a 10 year delay on the impact

#### They still have to want to join the military – irrelevant if they are obese or not

### AT: EAS

#### Any loss in EAS funding will be supplemented by mandatory funding

NADO Admin 12 (National Association of Development Organizations, “Final FAA Reauthorization Deal Modifies Essential Air Service,” 2/6/12, <http://www.nado.org/final-faa-reauthorization-deal-modifies-essential-air-service/>)

The future of the Essential Air Service (EAS) program was among the most contentious issues between House and Senate leaders. The final agreement includes a compromise on funding and policy reforms for the rural-focused program. While the deal calls for annual reductions in discretionary spending for the program, dropping from $142 million in FY2012 to $93 million by FY2015, these discretionary funding cutbacks will be backfilled by an increase in mandatory funds. As a result, the EAS program will receive $199 million each year in FY2013 through FY2015. The increase in mandatory funding will be generated by an increase in the overflight fee charged on foreign airliners using U.S. airspace but not landing in the country.

### AT: DOT Tradeoff

#### Won’t tradeoff with HSR

DOT 12 (Department of Transportation, “Funding Highlights” FY 2013, <http://www.whitehouse.gov/sites/default/files/omb/budget/fy2013/assets/transportation.pdf>)

Invests a total of $74 billion in discretionary and mandatory budgetary resources for the Department of Transportation, an increase of 2 percent, or $1.4 billion, above the 2012 enacted level. This includes job-creating infrastructure investments as well as savings from reductions to grant programs for larger airports. •Jump starts job creation in 2012 with $50 billion in immediate investments to support critical infrastructure projects, improving America’s roads, bridges, transit systems, border crossings, railways, and runways. • Proposes an urgently needed six-year, $476 billion surface reauthorization plan to modernize the country’s transportation infrastructure, and pave the way for long-term economic growth. • Pays for these investments with the “peace dividend” from ramping down overseas military operations. Because rebuilding the Nation’s transportation infrastructure is an immediate need, the Budget uses near-term savings from reduced overseas operations to support increased investments in the reauthorization proposal. •Provides $2.7 billion in 2013 and $47 billion over six years to develop high-speed passenger rail corridors and improve intercity passenger rail service to significantly enhance the national rail network.

#### DOT is already saving money now – no need for tradeoff

McCrystal 12 (Laura, Monitor Staff, Concord Monitor, “DOT ready to dim the streetlights,” 7/9/12, <http://www.concordmonitor.com/article/340724/dot-ready-to-dim-the-streetlights?SESS7ae8aaf32fd52f173ebb66b6f7005fab=google&page=full>)

The state Department of Transportation will soon turn off at least half of the nearly 3,000 streetlights it operates on state highways, according to spokesman Bill Boynton.

Shutting off lights will save between $400,000 and $600,000 a year and will help the department adhere to its budget, which the Legislature reduced last year, Boynton said.

"We reviewed all the highway lighting to determine which ones are essential for highway safety, which ones are no longer necessary, and which ones can be effectively and efficiently turned off," Boynton said.

### No Link

#### Deficit spending means no tradeoff

Javsicas, No Date (Peter, Executive Director Pennsylvanians for Transportation Solutions, Pentrans, “Investing in Public Transportation,” No Date, <http://www.pentrans.org/oped.shtml>)

Public transportation cuts would profoundly hurt, not help, the state's economy, particularly as economic development is one of the Rendell administration's stated priorities. Instead of reductions, there should be a realistic increase in public transportation funds - creating a reliable source of funding. States all over the country face similar budget problems, State governments face rising costs from the vacuum left by the federal government - including unfunded mandates for programs such as homeland security and public education. Yet Congress and the administration propose massive tax cuts, deficit spending and no increase in funding for public transportation.

#### Transportation projects require deficit spending – no tradeoff

McClatchy 12 (McClatchy News Service, “Highway Trust Fund given $35B since ’08 to keep going,” 7/3/12, http://azstarnet.com/news/national/govt-and-politics/highway-trust-fund-given-b-since-to-keep-going/article\_c40da66d-28e0-53df-b9ae-2dd3aab632f5.html)

There are potential solutions on the table, including increasing the gas tax or replacing it with another source of funding. Other plans would shift more responsibility for funding transportation projects to the states. But it took three years for Congress to agree to a two-year bill, and transportation experts say it's a shortsighted measure that delays making hard choices. "We'd all love to budget by pretending we can pull money out of thin air," said Erich Zimmermann, a senior policy analyst for transportation at Taxpayers for Common Sense, a Washington budget watchdog. "This is clearly going on the nation's credit card."