

Investing in Our Transportation System

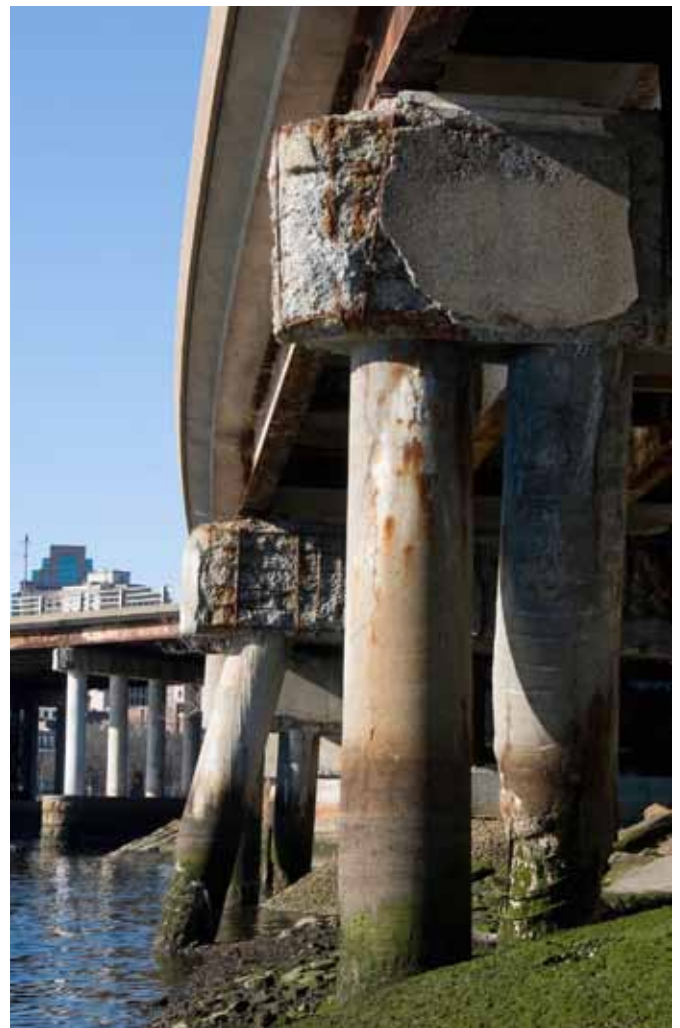
LABOR'S VISION (JANUARY 2013)

Washington's transportation system is a critical public asset that is a key to our state's economic vitality and growth. **This public asset is in crisis.**

Our state's population base is expected to increase by nearly 30% over the next decade, placing an enormous demand on our transportation system. We don't have the financial resources to meet this demand or, for that matter, to maintain the integrity of our current transportation infrastructure. We need significant new transportation funding to address these critical needs. The 2011 Washington Connects Task Force cited a 10-year transportation funding need of \$50 billion.

Current transportation revenues do not provide for the maintenance and operation of our existing highways, roads, ferry, or transit systems. Washington must have a stable, permanent funding source for the maintenance and operation of these systems.

We also need significant additional revenue to finish work begun on existing critical economic corridors as well as to enhance our investments in our highways, bridges, roads, ferry, transit, and healthy community initiatives.



Organized labor will work together in coalition with business, the environmental community, the legislature, the Governor, and local governments to put together a significant and viable ten-year transportation funding package that includes permanent and stable funding for maintenance and operations as well as funding for critical transportation growth needs. This package should be passed during the 2013 legislative session.

(see more on reverse)

INVESTMENT PRINCIPLES

The labor community believes the following five investment principles should undergird the transportation funding package:

1. Maintain what we have now: We need to maintain the value of our transportation assets through a permanent funding source for maintenance and operation. This should include funding for highways, bridges, roads, transit, and ferries at the state and local levels. The funding sources for maintenance and operations should be indexed to inflation where possible.



2. Invest in strategic-economic corridors: We need to complete funding for existing critical corridors (SR 509, Columbia River Crossing (CRC), SR 520, I-405, I-90, SR 395, SR 167 and SR 519). We should also include in the package, funding for the next set of critical economic corridors and increased investments in our ferry system.



3. Increase State and Local Investment in Roads, Rail, and Transit: Local roads and bridges are quickly deteriorating to unacceptable and unsafe levels. Local governments require the funding and tools to preserve these assets and address growth needs. Demand for public transit, funded largely by volatile local sales tax revenues, is expected to dramatically increase at the same time public transit has been forced to dramatically reduce services. We need a permanent reliable funding source for public transit, state owned freight rail, increased local

funding options, and an increase to the State's share of transit funding

4. Invest in Livable Communities: Transportation is responsible for more than 50% of our state's greenhouse gas emissions. We need to increase our investment in clean water infrastructure improvements and healthy, safe, and sustainable community transportation projects.

5. Build it in Washington: Our scarce transportation dollars should maximize the creation of jobs in Washington State. An improved transportation system allows businesses to prosper and employment to grow. Our investment in our transportation infrastructure can be a source of good local jobs. This includes but is not limited to preliminary engineering design work at WSDOT, pre-manufactured products, materials needed for road improvements, building new ferries, manufacturing rolling stock, and the use of community workforce agreements and apprenticeship utilization.

Washington State Labor Council, AFL-CIO; Washington State Building and Construction Trades Council; Seattle Building and Construction Trades Council; Aerospace Machinists 751; United Transportation Union; Maritime Trades Council; ILWU Local 19; ILWU Puget Sound District Council; Professional and Technical Employees 17; International Union of Operating Engineers 302; Masters, Mates and Pilots; Brotherhood of Locomotive Engineers and Trainmen; Amalgamated Transit Union 587; Marine Engineers Benevolent Association; and Laborers District Council.