



Pennsylvania AFL-CIO

Transportation Talking Points

Transportation Funding Cannot Include Or Be Connected To Prevailing Wage Changes

Currently Senate Bill 1 does not include any attempt to change, alter, or eliminate Prevailing Wage. However, recent developments indicate that House Republicans are attempting to garner votes by promising a vote on raising the Prevailing Wage threshold.

Prevailing wage is non-negotiable.

\$2.5 Billion Begins The Process of Rebuilding Our Transportation Infrastructure

In 2011 the Governor's Transportation Funding Advisory Commission (TFAC) estimated the total amount required to fix our ailing infrastructure was \$3.5 billion, two years later we estimate the actual need is closer to \$4 billion – and recently a study released by TRIP estimated that Pennsylvania needs more than \$9 billion to solve our transportation-funding crisis.

With that said, Senate Bill 1 proposes to generate \$2.5 billion in three years, \$700 million more than the Governor initially proposed. Using a jobs multiplier of 3.6 we can anticipate the creation of 90,000 jobs.

Mass Transit Must Be Funded And Cannot Include Privatization

Mass transit is the life-blood to so many communities and businesses. It provides a means of transportation to so many people either heading to work, to market, or to a doctor. It's as vital as ensuring our roads and bridges are properly maintained.

Privatizing public transportation will lead to increased fares, reduced quality and safety, and fewer routes. So many of our communities urban and rural rely on public transit, whether you are from Altoona, Lancaster, or Scranton, Pennsylvania communities depend on properly funded public transit.

Privatization efforts in Pennsylvania are a failed experiment. It doesn't work because privateers place profits over people.

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