

The Costs of I-2117 to Workers, Their Families, Communities, & Our Economy



II-2117 would allow more pollution and cut investments in clean air and water, forests and farmlands, jobs and transportation across Washington State - imposing steep costs on workers, their families, communities, and our state's economy. I-2117 would impact billions of dollars of investments in transportation, clean energy, hydrogen, building retrofits, solar panel installation programs, climate resiliency programs including seawall and road improvements, while also decimating clean air and water programs, and discount programs that support working families.

Transportation and Job-Creating Capital Projects - Including Road Projects, Ferries, Culvert Repairs, and High-Speed Rail: 2117 would punch a major hole in our state's already strained transportation budget, putting not just transit and multi-modal projects at risk, but all major job-creating capital projects at risk of delays or cuts. Specifically, I-2117 would rip more than \$5.4B from the \$16B Move Ahead Washington transportation package, which already faces a nearly \$1B funding gap due to cost overruns on major projects. The package includes funding to replace the I-5 Bridge over the Columbia River; finish the North Spokane Corridor freeway that will connect Highway 395 to I-90; finish the 520 Bridge in Seattle; and the Gateway freight project connecting 509 and 167 to our ports in Pierce and King Counties to help move freight and reduce congestion.

If I-2117 passes, transportation budget writers will have no choice but to revisit the entire budget, including the Move Ahead Washington package. Impacts from I-2117 would include:

- Safe Routes to Schools program. This program supports investments in priorities like crosswalks and signage near schools and playgrounds;
- Funding to help replace our state's aging ferry fleet. I-2117 would remove funding for one-quarter of each new ferry purchase, which the state is obligated to make, so it would create additional pressures on the overall budget.
- High speed rail. The High Speed Rail match will help us access an initial \$250M in federal funds (with a \$25M state match) if we're successful in accessing funding in the Corridor Identification Program. The additional \$125M could leverage up to \$1B.

We are obligated to finish the last 15% of culvert repair, which is estimated to be about \$4B. If I-2117 passes, transportation budget writers will have no choice but to revisit the entire budget including the Move Ahead Washington package.

Contact: info@no2117.com | no2117.com

Nearly 50 Clean Energy Construction Projects - Plus EV Charging Infrastructure, EV Deployment, and Hydrogen Hub Funding:

I-2117 would remove the funding source for nearly 50 non-transportation clean energy construction projects, with investments totaling more than \$650M and growing as more grant funding is being awarded. These projects would be delivered across the state, including:

- Building retrofits
- Solar panel installations
- Climate resiliency projects (including seawalls and road improvements)
- Multifamily projects.

In addition, I-2117 would threaten \$76M in electric vehicle charging infrastructure and EV deployment investments, as well as the \$20M in matching funding for Phase of the federal Hydrogen Hub, putting future federal investments in hydrogen in Washington at risk.

Clean Air and Clean Water: I-2117 would devastate funding for clean air and water in Washington State that focuses on serving overburdened communities. That includes removing current funding sources for:

- Programs to reduce toxic air and water pollution that endangers our health and communities;
- Expanding our state's air quality monitoring network;
- Assistance to local governments and organizations to purchase air quality monitoring equipment and air filters to improve public health;
- Improvements and updates for stormwater runoff, including replacing culverts to benefit salmon; and,
- Grant programs for restoring and protecting critical areas along rivers, lakes, and streams and restoring natural floodplains.

Raising Energy Costs & Cutting Programs That Lower Costs for Working Families: I-2117 would raise energy prices by cutting programs that lower costs for working families in Washington. Its impacts would include:

- Rebates for high-efficiency home heating appliances for households to save money on their monthly energy bills;
- Programs to help low-income households make their homes more energy efficient and lower their energy costs;
- A program that provides utility bill discounts to households; and,
- No-fare transit and ferries for youth across the state.

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About the No on 2117 Coalition

No on 2117 (www.no2117.com) is a growing, unprecedented coalition of over 170 Washington State companies, Tribal Nations, labor unions, environmental and clean energy groups, and community organizations who are coming together to defeat I-2117 and protect Washington from more pollution.

Labor unions that have endorsed No on 2117 include:



UAW Region 6

**Certified Electrical
Workers of
Washington**



**Washington
State Labor
Council,
AFL-CIO**

Join Us: Endorse No on 2117

Join our growing, unprecedented coalition of over 170 Washington State companies, Tribal Nations, labor unions, environmental and clean energy groups, and community organizations in Washington State coming together to defeat I-2117 and defend the Climate Commitment Act.

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