

- CANDIDATE BULLETIN -

Moving Transportation Forward in Connecticut

- Transit for Connecticut
- Tri State Transportation Campaign
- Connecticut Fund for the Environment
- Regional Plan Association
- CT Association for Community Transportation
- CT League of Conservation Voters
- Capitol Region Council of Governments
- Connecticut Construction Industries Association
- Stamford Chamber of Commerce
- Northwest Connecticut Chamber of Commerce
- CT Environmental & Utilities Contractors Association
- Connecticut Road Builders Association
- Connecticut Ready Mixed Concrete Association
- Connecticut Asphalt & Aggregate Producers Association
- Connecticut Conference of Municipalities
- Connecticut Society of Civil Engineers
- New England Region Council of Carpenters
- International Union of Operation Engineers Local 478
- Bike Walk Connecticut
- American Council of Engineering Companies of Connecticut
- Central Connecticut Regional Planning Agency
- Bridgeport Regional Business Council
- Middlesex County Chamber of Commerce
- Eastern Connecticut Chamber of Commerce
- League of Women Voters of Connecticut
- The Business Council of Fairfield County
- Connecticut Citizens' Transportation Lobby
- Greater Bridgeport Regional Council
- Associated General Contractors of Connecticut
- Connecticut Subcontractors Association
- Windham Region Council of Governments
- Greater Meriden Chamber of Commerce
- New Neighborhoods, Inc.
- Ironworkers Local 15
- Southeastern CT Council of Governments

Connecticut residents, businesses, workers, and visitors deserve a **reliable** transportation system that moves people and goods on time, every time.

They deserve a **safe** system -- one where bridges are in good repair, train derailments are a thing of the past, and where fewer of our citizens are harmed while crossing the street or driving a car.

And they deserve a system that supports **multiple options**, so that families have safe sidewalks and bike lanes in their neighborhoods, roads are safer and less congested, and expanded and affordable rail and bus service allows everyone to participate in the economy and promotes a cleaner and healthier environment in which to live.

To develop this system, Connecticut's elected officials and policy makers need to:

Protect Funding. Since 2005, \$1.2 billion of the state's motor fuel taxes have gone into the general fund, instead of being used as a down payment on the transportation improvements the state needs. Connecticut must quickly repair this breach of the public trust. Last year, lawmakers passed legislation restricting the use of transportation funds for transportation projects. That's a good start, but only an amendment to the state constitution can keep the transportation fund in a protected lockbox.

Expedite Projects. Improving ConnDOT's ability to deliver projects could add thousands of new jobs in Connecticut next year and expedite much needed improvements across all modes of transportation. Authorized funding must turn into designed and constructed projects in a timely fashion, which could have a positive, lasting effect on Connecticut's workforce, infrastructure, and economy. Expediting projects can be done in a number of ways, from faster design and bidding, to allowing regional agencies to take on more responsibility for small projects.

Plan for the Uncertain Future. After 2014, Connecticut faces a transportation funding cliff. Federal funding is projected to sharply decline, and authorities estimate that the state could see up to an 87% reduction in federal transportation funds. Connecticut needs a plan for this worst-case scenario, and can look to its peers: While Washington has not addressed the funding challenge, dozens of states – from Wyoming to Massachusetts – have chosen to dedicate more funding to transportation.

Invest Wisely. Connecticut has huge needs, both to repair our infrastructure, and improve the highway and transit systems in key areas. Million- and billion-dollar decisions about how to invest have to be justified and prioritized using cost-benefit analysis. These decisions must be made through a broad, statewide process with a long-range perspective of reducing congestion and improving the economy and the environment.

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