

AAA Allied Group

Bridgeport Regional Business Council

Business Council of Fairfield County

Capitol Region Council of Governments

CT Association for Community Transportation

CT Citizens' Transportation Lobby

CT Construction Industries Assoc.

CT Fund For The Environment

CT Road Builders Assoc.

CT Ready Mixed Concrete Assoc.

CT Asphalt & Aggregate Producers Assoc.

CT Environmental & Utilities Contractors Assoc.

Greater Bridgeport Transit District

International Union of Operating Engineers Local 478

New England Region Council of Carpenters Local 326

Norwalk Transit District

Regional Plan Association

Transit for Connecticut

- CANDIDATE BULLETIN - **Moving Transportation Forward in Connecticut**

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.

Connecticut's transportation network is **integral to the success** of the state economy. The importance of a robust transportation network has been well documented by business analysts, economists, and the research community. Benefits for business include: staying competitive, access to labor, increased market share and more customers, business expansion, reduced production costs and agglomeration economies.

To develop this system, Connecticut's elected officials and policy makers need to:
Protect Funding. The State must ensure that money generated from transportation activities is used for transportation projects and services, e.g. gas tax, rail and transit fares, license and license plates fees, etc. and ensure that other revenue designated for transportation, such as a percentage of the sales tax, is used to operate, maintain and improve our transportation infrastructure. Establishment of a transportation lockbox through a constitutional amendment is needed.

Expedite Projects. Improving CTDOT'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. The State of Connecticut relies heavily on federal funding. This funding is not permanently guaranteed. Connecticut must focus on more creative ways to finance transportation on a state, regional, and local level. Many states, across the U.S. are taking control of their future and not waiting for federal funding. Those states are enacting long-term, dependable, user-based funding streams.

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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