



# PRIORITIZE PROGRESS



## A LONG-TERM TRANSPORTATION INFRASTRUCTURE INVESTMENT PLAN

2019



# GOALS

- 1) Connecticut needs to improve transportation infrastructure to make our state more competitive, create more opportunities for economic growth and improve quality of life.**
- 2) Connecticut needs to create a sustainable way to fund these projects without asking more from CT taxpayers. We need to better manage the money we have.**

# **CT HAS FAILED TO ACHIEVE THESE GOALS**

**The previous governor's administration and Democrat lawmakers who controlled the legislature have a long history of raiding or diverting funds away from transportation needs, resulting in unreliable and deficient transportation funding.**

**Democrats enacted a \$100 billion transportation plan with absolutely no way to fund it.**

**In addition, Transportation dollars are used to fund more than just infrastructure projects. They also get used for DMV, labor costs, fringe benefits and other administrative expenses. Therefore, when these expenses increase, that leaves less for infrastructure.**

# WHEN AND HOW STF FUNDS WERE WITHHELD OR SWEPT

In FY 2011, **\$18.4 million** in scheduled General Fund Revenue Sharing funding for the STF was diverted before it entered the fund.

In FY 2012, **\$44.5 million** in scheduled General Fund Revenue Sharing funding for the STF was diverted before it entered the fund.

In FY 2013, **\$77.5 million** in scheduled General Fund Revenue Sharing funding for the STF was diverted before it entered the fund.

In FY 2014, all **\$172.8 million** in scheduled General Fund Revenue Sharing funding for the STF was diverted before it entered the fund. In addition a direct sweep of the STF's cumulative balance occurred, sweeping **\$76.5 million** from the STF (done through sec. 102 of Public Act 13-184).

In FY 2015, all **\$172.8 million** in scheduled General Fund Revenue Sharing funding for the STF was diverted before it entered the fund.

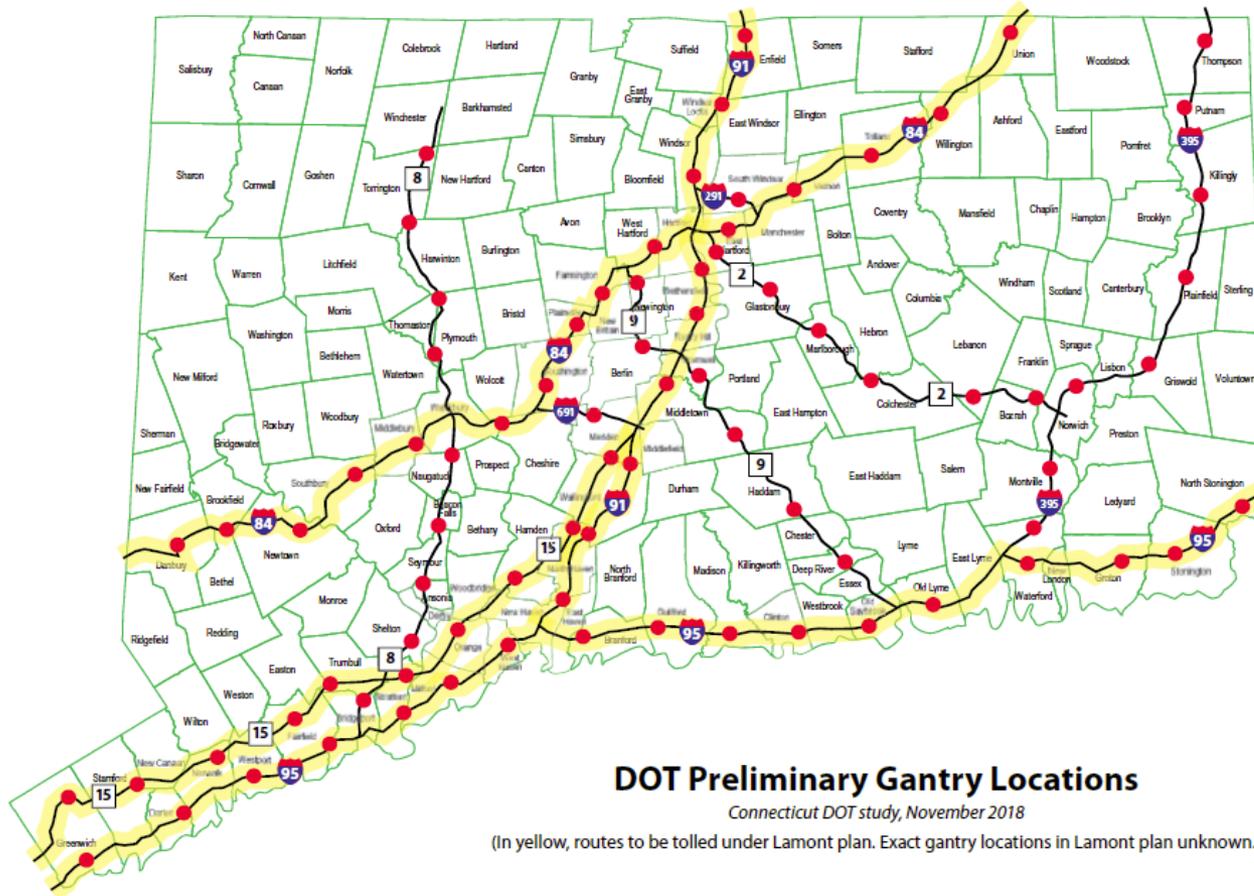
In FY 2016, **\$37.5 million** in scheduled sales tax revenue funding for the STF was diverted before it entered the fund.

In FY 2017, **\$50 million** in scheduled sales tax revenue funding for the STF was diverted before it entered the fund.

# WHAT WOULD A TOLLS “SOLUTION” LOOK LIKE?

- Governor Lamont has scaled back a DOT study to 53 gantries on Interstates 84, 91, 95 and Route 15. The original DOT proposal was for 82 toll gantries across all major roadways an average of 6.6 miles apart with. (see comparison on next slide)
- Peak rates for drivers under the original DOT plan were estimated to be 7.9 cents per mile, with a discount down to 5.5 cents per mile for Connecticut commuters.
- A Democrat State Senator has estimated their toll bill could cost the average resident \$600 per year.
- Heavy trucks could pay as much as 47.3 cents per mile under DOT's plan.
- No complete plan has been offered yet.

# WHAT WOULD A TOLLS “SOLUTION” LOOK LIKE?



# WHAT COULD GO WRONG WITH TOLLS?

Even with the new transportation lock box, money can still be diverted for other needs.

- Similar to what was previously done, money could be diverted before it enters the state's transportation fund.
- More state expenses could be moved under the umbrella of "transportation" and deplete the funding (such transportation costs from other agencies, etc.)

Only some of the tolls revenue would go toward infrastructure improvements. Some would go to administrative costs, maintenance of the gantries, labor costs, agency costs, etc. Some could also be swiped to use in other parts of the budget.

Questions also remain about the burden of tolls on taxpayers and how that will impact our economy.

Essentially, tolls are an easy and lazy way to promise a solution to the state's transportation issues without looking at the realities we face.

# **ANOTHER SOLUTION...**

**If we want a dedicated stream of funding that is truly limited to infrastructure improvements, the only way to do that is through bonding within the state's new bonding cap, which is the current way the state funds transportation projects.**

**The most prudent way to boost this funding is to better manage how we utilize our current bonding under the state bonding cap so we can prioritize investments for transportation.**

# **PRIORITIZE PROGRESS**

To meet these goals and provide a stable investment in transportation projects over the long term, Republicans developed *Prioritize Progress* in 2015.

This is a transportation funding plan that works with current state resources to provide \$65 billion for transportation infrastructure projects over the next 30 years.

It relies on NO tolls and NO tax increases.

It guarantees a steady, predictable flow of money for transportation infrastructure.

# **PRIORITIZE PROGRESS**

## **How it works:**

- 1) Fully implemented, it operates within CT's new bond cap, borrowing no more than allowed under the cap.**
- 2) It protects bonding for core needs such as school construction and clean water, at the same time it reduces bonding for excessive wants and prioritizes transportation investments.**
- 3) Instead of using additional bonding for pet projects and political handouts, this plan requires that all bonding above and beyond the state's basic investment needs must go toward transportation infrastructure projects.**

# **PRIORITIZE PROGRESS IS ALREADY WORKING**

**A portion of Prioritize Progress was included in the bipartisan budget passed in 2018 and implemented for the next two years.**

**As a direct result of Prioritize Progress being included in the budget, CT will have \$100 million more annually in each of the next two years for transportation infrastructure projects. *(Had it been fully implemented this year, it would have been hundreds of millions more.)***

**This brings state spending on transportation up to \$1 billion annually, more than the state has ever invested in transportation before.**

# **ROLLING OUT PRIORITIZE PROGRESS OVER THE LONG TERM**

The bipartisan budget provides a first look at what Prioritize Progress can do in the short term.

If the state fully implements Prioritize Progress as it is designed to be a long term solution, CT would boost annual state spending on transportation projects by **HUNDREDS OF MILLIONS OF DOLLARS.**

For example, projections show Prioritize Progress could invest:

**\$704 million MORE** in transportation in 2020 for a total of **\$2.18 billion**,  
**\$739 million MORE** in transportation in 2021 for a total of **\$2.22 billion** &  
**\$732 million MORE** in transportation in 2022 for a total of **\$2.21 billion.**

Paired with current investments in transportation and projected federal funding, this totals **\$65.5 billion over 30 years.**

# **PRIORITIZE PROGRESS ACHIEVES OUR GOALS**

**This plan provides more than enough funding to fund all the unfunded projects DOT had identified prior to the governor releasing his unfunded \$100 billion plan that contains unnecessary projects.**

**This provides stable, dedicated funding to be used directly for transportation infrastructure projects which allows future infrastructure planning without the fear of losing funding in a fluctuating economy.**

**This works within current state resources, preserving bonding for needs, eliminating bonding for wants, and making transportation a top priority when it comes to Connecticut's bonding investments.**

**FOR MORE INFORMATION VISIT:**

**[www.CTSenateRepublicans.com/PrioritizeProgress](http://www.CTSenateRepublicans.com/PrioritizeProgress)**