



# CCM 2013 Testimony

900 CHAPEL STREET, 9th FLOOR, NEW HAVEN, CT 06510-2807 PHONE (203) 498-3000 FAX (203) 562-6314

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## ***FINANCE REVENUE & BONDING COMMITTEE***

March 4, 2013

The Connecticut Conference of Municipalities (CCM) is Connecticut's statewide association of towns and cities and the voice of local government - your partners in governing Connecticut. Our members represent over 92% of Connecticut's population. We appreciate the opportunity to testify on bills of interest to towns and cities.

**Senate Bill 843**      *“An Act Concerning Revenue Items to Implement the Governor’s Budget”*  
**Senate Bill 842**      *“An Act Authorizing and Adjusting Bonds of the State for Capital Improvements,  
Transportation and Other Purposes”*

Good morning, my name is Jim Finley, Executive Director & CEO CCM. The proposals before you today would implement several of the Governor's initiatives outlined in the proposed state budget. In their entirety, municipal officials have serious concerns over the policy and fiscal impact these proposals would impose on Hometown, Connecticut. **If enacted, these bills could dismantle Connecticut's critical local-state partnership and in doing so -- raise local property taxes, cut municipal services, and cause municipal employee layoffs.**

Towns and cities are looking to the Finance Committee to modify these proposals to protect municipal revenues and to not shift the burden of the State's deficit onto our already overburdened local property taxpayers.

Why, you may ask, is there such a disconnect between how the administration describes their budget proposal and the way it is viewed by mayors and first selectmen? The simple answer is while the intent is that municipalities would be “held harmless” – **the reality is that there would be a shift in aid that impacts the use of funds and would result in a loss of at least \$128 million in unrestricted, general-fund revenues to municipalities.** This is particularly true of LoCIP and TAR funds, which are restricted to capital-specific projects and may not be included in general-fund revenues. Municipal aid dollars shifted to pay for chronic state underfunding of PreK-12 public education and restricted capital purposes cannot be used to pay for police officers, firefighters, and other municipal employees and services. Add the proposed loss of over almost \$700 million in car tax revenue<sup>1</sup>, and homeowners, businesses and vital municipal services get shafted.

<sup>1</sup> The Connecticut Association of Assessing Officers (CAAO) estimates that the revenue generated from the motor vehicle tax in the current year, including supplemental tax bills, would total more than \$700 million. See town-by-town attachment.

Simply put, the proposed state budget would cut or eliminate:

1. PILOT: State-Owned Property (-\$74 million): This nation-leading PILOT program, enacted in 1969, is designed to partially reimburse host municipalities for the loss of property tax revenue due to the state-mandated property tax exemption on state-owned real property. The program would be erased from the statute books and the funding eventually folded into the Education Cost Sharing (ECS) grant.
2. Mashantucket and Mohegan Fund (-\$56 million): This seminal revenue-sharing program to provide local property relief, funded by a portion of Native American slot machine revenues, would be slashed.
3. PILOT Manufacturing and Equipment (-\$48 million): The assault on this PILOT program to partially reimburse host municipalities for state-mandated property tax exemptions on manufacturing equipment began last year with a proxy MME Transition grant. The proposed budget kills the program.
4. Municipal Revenue Sharing Grant (-\$43 million): Governor Malloy's groundbreaking new program to share a portion of the increased state sales and state real estate conveyance taxes to provide local property tax relief is eliminated after only one year of existence.
5. Public School Transportation Grant (-\$25 million): This grant program to assist municipalities in paying for public school transportation is eliminated.
6. PILOT DECD (-\$2.2 million): This PILOT program to partially reimburse municipalities for revenue lost from state-mandated property tax exemptions on developments operated by housing authorities would be eliminated.
7. Priority School District Grant (-\$76 million): Funding for this program that helps our poorest school districts would be slashed by 62%.
8. Motor Vehicle Property Taxes (-\$520 million in municipal revenue): The Governor proposes to eliminate the local property tax on most motor vehicles (those with assessed values of \$20,000 or less) beginning in FY 15. The concentrated burden of the regressive property tax would then be shifted to homeowners and businesses.

The proposed state budget makes profound and negative changes to the state-local funding partnership. It substitutes state priorities for those of local government. It substitutes state micromanagement for municipal flexibility. It disproportionately hurts our poorest towns and cities.

By eliminating 3 out of 4 payments-in-lieu-of-taxes (PILOT) programs, the proposed state budget would turn the clock back 40 years and terminate state funding responsibility for state-mandated property tax exemptions. It would immediately establish \$128 million in new unfunded state mandates, leaving other local property taxpayers and host municipalities holding the bag.

While these proposals would increase bond funding for the Town Aid Road Grant (+\$30 million) and Local Capital Improvement Programs (+\$56 million; expands permissive uses and allows reimbursement retroactively

for FY 13 expenses), and would increase conditional education aid to our 30 lowest performing school districts, the bottom line is that towns and cities are losing at least \$128 million in unrestricted general municipal aid and would suffer a devastating loss in car tax revenue.

Today, 62 cents out of every local property tax dollar goes to pay for PreK-12 public education. The State is underfunding the Education Cost Sharing Grant by over \$720 million dollars. In most communities, the education portion of the municipal budget exceeds 70%. Funding education has long been a municipal priority, to the detriment of non-education services. It's had to be because the State has chronically underfunded it.

The non-education side of municipal budgets has actually shrunk in real dollar terms over the last decade as towns and cities have diverted precious resources to pay for increasing education costs. Forty years of litigation have underscored the fact that the State has repeatedly failed to meet its state constitutional responsibility to adequately fund PreK-12 public education. The proposed state budget pays for increased, targeted education funding by eliminating PILOT reimbursements, state revenue sharing, other general municipal aid and diverting or cutting categorical education programs.

Cities and towns are asking their state-partners for help – **and urge the Committee to amend SB 843 and SB 842** so that the State upholds its commitment to critical municipal revenue – and ensures that we do not compound our already overreliance on the local property tax.



If you have any questions, please contact Jim Finley, Executive Director & CEO of CCM, at [jfinley@ccm-ct.org](mailto:jfinley@ccm-ct.org) or (203) 498-3000.

## **Impact on Municipalities: Overview**

On February 6, 2013, Governor Malloy proposed his FY2014 state budget. The budget calls for combined General Fund and Transportation Fund expenditures of \$21.4 billion. This equates to an increase of \$1.2 billion (5.8%) over the current budget and a projected 9.7 percent increase over the biennium.

Overall, municipal aid would be increased by \$46.1 million (1.5%) in FY2014 versus FY2012. The budget includes a \$139.5 million (5.3%) increase in education funding for FY2014, compared to the current year. Non-education funding would be decreased by \$93.4 million (-20.6%).

### **Education Grants**

The budget includes education grants totaling \$2.76 billion in FY2014. Below are changes to statewide totals for major education grant programs.

- **Adult Education:** \$21.0 million (increase of \$8,225)
- **Education Cost Sharing:** \$21.4 billion (increase of \$132.6 million)
- **Excess Cost-Student Based:** \$139.8 million (no change)
- **Magnet Schools:** \$270.4 million in FY2012 (increase of \$28.1 million)
- **Non-Public School Transportation:** \$3.6 million (no change)
- **Public School Transportation:** \$5.0 million (decrease of \$19.9 million)
- **Priority School Districts:** \$46.1 million (shift of \$75.8 million to new Office of Early Childhood)
- **Vocational Agriculture:** \$6,485,565 (increase of \$1.4 million)

### **ECS and PILOT: State-Owned Property**

ECS grants would be increased by a total of \$132.6 million (6.6%) in FY2014. This change includes a \$50.8 million increase in the ECS grant that will be based on a new formula. The following are changes to the formula.

- The foundation is increased from \$9,867 to \$11,754.
- Free and Reduced Priced Lunch (FRPL) eligibility will replace Title I as a poverty measure and be weighted at 30 percent.
- Limited English Proficient (LEP) students are eliminated.
- The minimum aid ratio is reduced from 9 percent to 2 percent. The minimum aid ratio for Alliance Districts is 10 percent.
- Household income data will be replaced by more current data. Census Bureau per capita Income (PCI) and median household income (MHI) is replaced by MHI produced and updated annually through the Department of Economic and Community Development.

In addition, \$73.6 million of the increased ECS funding would come from the elimination of the PILOT: State-Owned Property grant. The grant, established in 1969, would be eliminated from statute. The FY2013 grant amount that each municipality received would be paid as an additional ECS grant in FY2014. This portion of the ECS grant (equal to the dollar amount lost in the PILOT: State-Owned Property) can be used to supplant the municipal appropriation to boards of education, or other purposes, and will not be subject to the Minimum Budget Requirement (MBR) in FY14.

OPM Secretary Ben Barnes told the Education Committee that it is the administration's intent after FY14 to eliminate the PILOT program and fold the funding into the ECS grant.

The balance of the ECS increase would go toward funding for charter schools.

Alliance Districts would have to apply for their ECS increases (aside from the PILOT amount) in the same manner in which they did in FY2013.

### **Other Education Funding**

The Transportation of Public School Children grant (\$24.9 million) would be eliminated and replaced with an incentive program that distributes \$5.0 million statewide to districts that have regional transportation plans and apply for funding.

Funding of \$75.8 million for Priority School District grants would be eliminated and shifted to a School Readiness & Quality Enhancement grant in the new Office of Early Childhood in FY2014.

### **Minimum Budget Requirement**

Municipalities must budget at least the same amount for education for FY2014 as they did for FY2013. Reductions up to 0.5% of the budgeted appropriation are allowed for any of the following, though a district may select only one option.

- Lower enrollment (reduction of \$3,000 per student) or permanently closing a school.
- Documented cost savings resulting from regional efficiencies.
- A district with no high school paying for fewer students to attend high school outside the district - reduction of its budgeted appropriation by the full amount of its lowered tuition payments.

## **Non-Education Grants**

Non-education grants would total \$359.1 million in FY2014, a decrease of \$93.4 million from FY2013. Within that decrease are significant changes and, in some cases, elimination of grants. Below are changes to statewide totals for major non-education grant programs.

- **Pequot-Mohegan Fund:** \$0.0 (\$56.4 in funding eliminated)
- **PILOT State-Owned Property:** \$0.0 (shift of \$74 million in funding to ECS and program eliminated from statute)

- **PILOT: MME/Manufacturing Transition Grant:** \$0.0 (\$48 million in funding eliminated)
- **Municipal Revenue Sharing Bonus Pool:** \$0.0 million (\$47 million in funding eliminated)
- **PILOT DECD:** \$0.0 (\$2.2 million in funding eliminated)
- **DECD Tax Abatement:** \$0.0 (\$1.7 million in funding eliminated)
- **PILOT Colleges & Hospitals:** \$115.4 million each year (no change)
- **LoCIP:** \$86.4 million (increase of \$56.4 million in bond funding)
- **Town Aid Road:** \$60.0 million (increase of \$30.0 million, bond-funded through the Special Transportation Fund)

### **Pequot-Mohegan Grant and Local Capital Improvement (LoCIP) Program**

The Pequot-Mohegan Fund is reduced from \$61.8 million to \$5.4 million. These funds will be distributed to the following:

- The five municipalities near the casinos (Ledyard, Montville, North Stonington, Norwich and Preston);
- Municipalities in the Southeastern Connecticut Regional Council of Governments;
- And distressed municipalities in either the Northeastern Connecticut or Windham Regional Councils of Government.
- The balance, \$56.4 million, will go into the General Fund. A total of \$56.4 million in bond funding will be added to the LoCIP grant, and the allowable uses for LoCIP will be expanded to include the following.
  - Bikeways and greenways
  - Technology upgrades, including those for public access like e-portals, kiosks, etc.
  - Land acquisition, including open space and costs involved in making land available for public uses
  - Technology related to implementation of SDE's Common Core Curriculum standards
  - Snow removal equipment (for FY2014 and FY2015 only)
  - Improvements to public safety other than operations (for FY2014 and FY2015 only)
  - Regional cooperation, other than operations and equipment that can't be expected to last 20 years (for FY2014 and FY2015 only).
  - Security upgrades for municipal buildings and schools (added in December special session)

The proposal also allows municipalities that have made capital expenditures in FY13 to apply for retroactive LoCIP reimbursement for such expenditures.

### **Municipal Aid Adjustment**

Funding of \$47.2 million is provided for a new grant called the Municipal Aid Adjustment Grant/Hold Harmless. This grant would be provided to hold towns and cities harmless overall from changes to municipal aid.

Please note that while the intent is that municipalities are held harmless, the shift in aid will impact uses of funds and result in losses of at least \$128 million in unrestricted, general-fund revenues to municipalities. This

is particularly true of LoCIP and TAR funds, which are restricted to capital-specific projects and may not be included in general-fund revenues.

*Please see the Appendix A for information on additional non-education grants.*

## **Other Programs and Funding**

Below is the proposed funding for several programs.

- **STEAP** grants are funded at \$20 million in FY2014, the same as FY2013.
- **Urban Act** grants are funded at \$50 million in FY2014, the same as FY2013.
- The **Regional Performance Incentive Program** is funded \$9.2 million in FY2014, an increase in funding of \$600,000 from FY2013.
- Bond funding for **school construction** are \$511.3 million in FY2014, a decrease of \$81.0 million from FY2013.
- General obligation bonds for the **Clean Water Fund** will total \$67 million in FY2014 compared to \$94 million in FY2013. Revenue bonds for the Fund will be increased to \$380.4 million in FY2014 from \$238.4 million in FY2013.
- The **Local Bridge Fund** would receive funding of \$15 million and will change from loans to grants.
- The budget provides \$10 million for **Open Space Acquisition** grants and another \$10 million for the **Recreation and Natural Heritage Trust** program.
- There is an additional \$45 million for the **Local Transportation Capital Program**. This provides state bond funds in lieu of federal transportation dollars for which local governments now apply through the Department of Transportation. The new grants would match the anticipated level of federal funding, which would then be used for the State's own program.

## **Motor Vehicle Property Taxes**

Sections 15-17 of SB 843 would eliminate the motor vehicle property tax on vehicles assessed at \$20,000 (full value of \$28,571 or less), except for rental cars, beginning in FY15. Projected municipal revenue loss is expected to exceed \$520 million. Beginning July 1, 2013, municipalities would have the option of enacting the exemption. Beginning July 1, 2014, towns would be required to implement the exemption. This exemption is estimated to result in lost revenue of about \$700 million to municipalities. To ease the implementation of the proposed motor vehicle tax exemption, sections 15-17 would allow municipalities scheduled to conduct a revaluation on the October 1, 2014 or October 1, 2015 grand lists to advance conducting their revaluations to the October 1, 2013 grand list, without adjusting their statutory schedules.

# APPENDIX A: Breakdown of Municipal Grants Under Governor's Proposed FY2014 Budget

## Total Education and Non-Education Grants

	Current Year FY2013	Proposed FY2014	Proposed FY2014 v. FY2013	
			Change:	
			\$	%
Education and Non-Education Aid	\$3,072,875,289	\$3,118,986,073	\$46,110,784	1.5%

- More -



## Education Grants

	Current Year FY2013	Proposed FY2014	Proposed FY2014 v. FY2013	
			Change:	
			\$	%
Adult Education	\$21,025,690	\$21,033,915	\$8,225	0.0%
After School Program	\$4,500,000	\$0	-\$4,500,000	-100.0%
Bilingual Education	\$1,916,130	\$1,916,130	\$0	0.0%
Education Cost Sharing	\$2,007,594,057	\$2,140,230,922	\$132,636,865	6.6%
Excess Cost - Student Based	\$139,805,731	\$139,805,731	\$0	0.0%
Health Serv for Pupils Private Schools	\$4,297,500	\$4,297,500	\$0	0.0%
Interdistrict Cooperation	\$10,131,935	\$4,346,369	-\$5,785,566	-57.1%
Magnet Schools	\$242,361,711	\$270,449,020	\$28,087,309	11.6%
Non-Public School Transportation	\$3,595,500	\$3,595,500	\$0	0.0%
OPEN Choice Program	\$22,090,956	\$35,018,594	\$12,927,638	58.5%
Priority School Districts	\$121,875,581	\$46,057,206	-\$75,818,375	-62.2%
School Breakfast Program	\$2,220,303	\$2,300,041	\$79,738	3.6%
School Readiness Quality Enhancement	\$4,100,678	\$0	-\$4,100,678	-100.0%
School Readiness and Quality Enhancement	\$0	\$75,867,825	\$75,867,825	--
School to Work Opportunities	\$213,750	\$213,750	\$0	0.0%
Transportation of School Children	\$24,884,748	\$5,000,000	-\$19,884,748	-79.9%
Vocational Agriculture	\$6,485,565	\$6,485,565	\$0	0.0%
Young Parents Program	\$229,330	\$229,330	\$0	0.0%
Youth Service Bureaus	\$2,989,268	\$2,989,268	\$0	0.0%
<b>Total Education Grants</b>	<b>\$2,620,318,433</b>	<b>\$2,759,836,666</b>	<b>\$139,518,233</b>	<b>5.3%</b>

- More -

## Non-Education Grants

	Current Year FY2013	Proposed FY2014	Proposed FY2014 v. FY2013	
			Change:	
			\$	%
Community Services	\$87,707	\$0	-\$87,707	-100.0%
DECD Payment in Lieu of Taxes	\$2,204,000	\$0	-\$2,204,000	-100.0%
DECD Tax Abatement	\$1,704,890	\$0	-\$1,704,890	-100.0%
Distressed Municipalities	\$5,800,000	\$5,800,000	\$0	0.0%
Housing/Homeless Services	\$637,212	\$0	-\$637,212	-100.0%
Human Resource Development- Hispanic Pgms	\$5,337	\$0	-\$5,337	-100.0%
Local Capital Improvement Program	\$30,000,000	\$86,429,907	\$56,429,907	188.1%
Local & District Departments of Health	\$4,662,487	\$4,676,836	\$14,349	0.3%
Manufacturing Transition Grant	\$47,616,194	\$0	-\$47,616,194	-100.0%
Municipal Aid Adjustment/Hold Harmless	\$0	\$47,221,132	\$47,221,132	--
Municipal Revenue Sharing Bonus Pool	\$42,791,162	\$0	-\$42,791,162	-100.0%
Pequot-Mohegan Fund	\$61,779,907	\$5,350,000	-\$56,429,907	-91.3%
PILOT: Colleges & Hospitals	\$115,431,737	\$115,431,737	\$0	0.0%
PILOT: State-Owned Property	\$73,641,646	\$0	-\$73,641,646	-100.0%
Prop Tax Relief Elderly Circuit Breaker	\$20,505,900	\$20,505,900	\$0	0.0%
Prop Tax Relief Elderly Freeze Program	\$390,000	\$390,000	\$0	0.0%
Property Tax Relief for Veterans	\$2,970,098	\$2,970,098	\$0	0.0%
Reimb Property Tax-Disability Exempt	\$400,000	\$400,000	\$0	0.0%
Services to the Elderly	\$44,629	\$0	-\$44,629	-100.0%
School Based Health Clinics	\$11,543,438	\$9,973,797	-\$1,569,641	-13.6%
Teen Pregnancy Prevention	\$144,321	\$0	-\$144,321	-100.0%
Town Aid Road	\$30,000,000	\$60,000,000	\$30,000,000	100.0%
Venereal Disease Control	\$196,191	\$0	-\$196,191	-100.0%
<b>Total Non-Education Grants</b>	<b>\$452,556,856</b>	<b>\$359,149,407</b>	<b>-\$93,407,449</b>	<b>-20.6%</b>

For more information on the state budget and how it impacts municipalities -- visit the CCM website at [www.ccm-ct.org](http://www.ccm-ct.org).

If you have any questions, please call George Rafael or Jim Finley of CCM at (203) 498-3000.



March 4, 2013

## CHANGE IN GENERAL FUND REVENUE (UNRESTRICTED) IN FY14 UNDER THE GOVERNOR'S PROPOSED BUDGET

By Town	
Town	Change in Unrestricted GF Revenue
Andover	(60,384)
Ansonia*	(896,705)
Ashford	(140,312)
Avon	(186,166)
Barkhamsted	(99,928)
Beacon Falls	(124,234)
Berlin	(241,001)
Bethany	(123,769)
Bethel	(225,805)
Bethlehem	(48,313)
Bloomfield*	(865,717)
Bolton	(116,354)
Bozrah	(107,814)
Branford	(354,473)
Bridgeport*	(11,109,234)
Bridgewater	(18,484)
Bristol*	(2,332,891)
Brookfield	(178,667)
Brooklyn	(343,355)
Burlington	(103,991)
Canaan	(33,908)
Canterbury	(146,430)
Canton	(155,616)
Chaplin	(143,241)
Cheshire	(2,239,735)
Chester	(114,421)
Clinton	(180,494)
Colchester	(238,381)

By Amount	
Town	Change in Unrestricted GF Revenue
Hartford*	(11,508,928)
Bridgeport*	(11,109,234)
New Haven*	(10,113,180)
Waterbury*	(9,199,498)
New Britain*	(6,114,659)
Danbury*	(3,761,840)
Middletown*	(3,242,119)
East Hartford*	(2,851,778)
Suffield	(2,851,128)
Meriden*	(2,783,700)
Stamford*	(2,703,402)
West Haven*	(2,691,679)
New London*	(2,604,842)
Hamden*	(2,456,500)
Bristol*	(2,332,891)
Manchester*	(2,300,083)
Norwich*	(2,261,274)
Cheshire	(2,239,735)
Norwalk*	(1,966,627)
Windham*	(1,711,181)
Somers	(1,680,758)
Enfield	(1,543,470)
Groton (Town of)	(1,461,995)
Newtown	(1,082,127)
Windsor Locks*	(1,007,725)
West Hartford	(935,859)
Ansonia*	(896,705)
Naugatuck*	(892,401)

<b>By Town</b>	
<b>Town</b>	<b>Change in Unrestricted GF Revenue</b>
Colebrook	(26,774)
Columbia	(125,136)
Cornwall	(15,860)
Coventry	(196,767)
Cromwell	(220,627)
Danbury*	(3,761,840)
Darien	(174,099)
Deep River	(124,889)
Derby*	(597,781)
Durham	(134,196)
Eastford	(96,473)
East Granby	(136,146)
East Haddam	(176,959)
East Hampton	(228,162)
East Hartford*	(2,851,778)
East Haven*	(791,637)
East Lyme	(463,982)
Easton	(58,791)
East Windsor*	(324,699)
Ellington	(250,542)
Enfield	(1,543,470)
Essex	(117,775)
Fairfield	(656,723)
Farmington	(275,124)
Franklin	(62,228)
Glastonbury	(336,055)
Goshen	(31,414)
Granby	(171,075)
Greenwich	(477,672)
Griswold	(204,414)
Groton (Town of)	(1,461,995)
Guilford	(224,327)
Haddam	(92,350)
Hamden*	(2,456,500)
Hampton	(53,414)
Hartford*	(11,508,928)

<b>By Amount</b>	
<b>Town</b>	<b>Change in Unrestricted GF Revenue</b>
Montville	(877,362)
Milford	(873,522)
Bloomfield*	(865,717)
Windsor*	(818,589)
Vernon*	(815,194)
East Haven*	(791,637)
Fairfield	(656,723)
Stratford	(654,543)
Torrington	(617,563)
Derby*	(597,781)
Killingly*	(556,710)
Newington	(537,265)
Wethersfield	(534,566)
Rocky Hill	(523,893)
Wallingford	(513,568)
Southington	(494,346)
Greenwich	(477,672)
Mansfield	(473,634)
East Lyme	(463,982)
Shelton	(435,647)
North Haven	(406,722)
New Milford	(402,041)
Preston	(371,839)
Branford	(354,473)
Trumbull	(350,866)
Putnam*	(344,655)
Brooklyn	(343,355)
Glastonbury	(336,055)
East Windsor*	(324,699)
Plainfield	(309,527)
Stafford	(308,984)
Watertown	(288,359)
Plainville	(284,746)
Farmington	(275,124)
South Windsor	(264,185)
Seymour	(259,513)

<b>By Town</b>	
<b>Town</b>	<b>Change in Unrestricted GF Revenue</b>
Hartland	(56,358)
Harwinton	(79,247)
Hebron	(152,364)
Kent	(33,733)
Killingly*	(556,710)
Killingworth	(72,308)
Lebanon	(190,293)
Ledyard	(216,365)
Lisbon	(112,575)
Litchfield	(121,132)
Lyme	(22,433)
Madison	(164,976)
Manchester*	(2,300,083)
Mansfield	(473,634)
Marlborough	(88,042)
Meriden*	(2,783,700)
Middlebury	(139,522)
Middlefield	(124,026)
Middletown*	(3,242,119)
Milford	(873,522)
Monroe	(209,605)
Montville	(877,362)
Morris	(30,200)
Naugatuck*	(892,401)
New Britain*	(6,114,659)
New Canaan	(127,516)
New Fairfield	(163,925)
New Hartford	(168,525)
New Haven*	(10,113,180)
Newington	(537,265)
New London*	(2,604,842)
New Milford	(402,041)
Newtown	(1,082,127)
Norfolk	(36,214)
North Branford	(193,472)
North Canaan	(124,081)

<b>By Amount</b>	
<b>Town</b>	<b>Change in Unrestricted GF Revenue</b>
Winchester*	(257,323)
Ellington	(250,542)
Berlin	(241,001)
Colchester	(238,381)
Simsbury	(235,907)
Woodstock	(228,252)
East Hampton	(228,162)
Waterford	(227,453)
Bethel	(225,805)
Guilford	(224,327)
Wolcott	(222,345)
Cromwell	(220,627)
Orange	(216,970)
Ledyard	(216,365)
Tolland	(215,973)
Plymouth	(215,383)
Monroe	(209,605)
Stonington	(209,510)
Southbury	(206,482)
Griswold	(204,414)
Westport	(204,073)
Ridgefield	(203,799)
Thompson	(202,810)
Coventry	(196,767)
North Branford	(193,472)
Lebanon	(190,293)
Avon	(186,166)
Clinton	(180,494)
Brookfield	(178,667)
East Haddam	(176,959)
Darien	(174,099)
Portland	(171,341)
Granby	(171,075)
Oxford	(170,301)
New Hartford	(168,525)
Voluntown	(168,385)

<b>By Town</b>	
<b>Town</b>	<b>Change in Unrestricted GF Revenue</b>
North Haven	(406,722)
North Stonington	(127,912)
Norwalk*	(1,966,627)
Norwich*	(2,261,274)
Old Lyme	(68,181)
Old Saybrook	(128,229)
Orange	(216,970)
Oxford	(170,301)
Plainfield	(309,527)
Plainville	(284,746)
Plymouth	(215,383)
Pomfret	(134,365)
Portland	(171,341)
Preston	(371,839)
Prospect	(162,054)
Putnam*	(344,655)
Redding	(69,511)
Ridgefield	(203,799)
Rocky Hill	(523,893)
Roxbury	(20,870)
Salem	(111,284)
Salisbury	(32,891)
Scotland	(61,928)
Seymour	(259,513)
Sharon	(28,983)
Shelton	(435,647)
Sherman	(36,769)
Simsbury	(235,907)
Somers	(1,680,758)
Southbury	(206,482)
Southington	(494,346)
South Windsor	(264,185)
Sprague	(105,252)
Stafford	(308,984)
Stamford*	(2,703,402)
Sterling	(140,258)

<b>By Amount</b>	
<b>Town</b>	<b>Change in Unrestricted GF Revenue</b>
Thomaston	(165,930)
Wilton	(165,417)
Madison	(164,976)
New Fairfield	(163,925)
Prospect	(162,054)
Canton	(155,616)
Hebron	(152,364)
Willington	(148,055)
Canterbury	(146,430)
Chaplin	(143,241)
Ashford	(140,312)
Sterling	(140,258)
Middlebury	(139,522)
East Granby	(136,146)
Pomfret	(134,365)
Woodbury	(134,353)
Durham	(134,196)
Westbrook	(131,667)
Old Saybrook	(128,229)
North Stonington	(127,912)
New Canaan	(127,516)
Columbia	(125,136)
Deep River	(124,889)
Beacon Falls	(124,234)
North Canaan	(124,081)
Middlefield	(124,026)
Bethany	(123,769)
Litchfield	(121,132)
Essex	(117,775)
Bolton	(116,354)
Chester	(114,421)
Lisbon	(112,575)
Salem	(111,284)
Bozrah	(107,814)
Sprague	(105,252)
Burlington	(103,991)

<b>By Town</b>	
<b>Town</b>	<b>Change in Unrestricted GF Revenue</b>
Stonington	(209,510)
Stratford	(654,543)
Suffield	(2,851,128)
Thomaston	(165,930)
Thompson	(202,810)
Tolland	(215,973)
Torrington	(617,563)
Trumbull	(350,866)
Union	(45,028)
Vernon*	(815,194)
Voluntown	(168,385)
Wallingford	(513,568)
Warren	(16,841)
Washington	(30,581)
Waterbury*	(9,199,498)
Waterford	(227,453)
Watertown	(288,359)
Westbrook	(131,667)
West Hartford	(935,859)
West Haven*	(2,691,679)
Weston	(70,498)
Westport	(204,073)
Wethersfield	(534,566)
Willington	(148,055)
Wilton	(165,417)
Winchester*	(257,323)
Windham*	(1,711,181)
Windsor*	(818,589)
Windsor Locks*	(1,007,725)
Wolcott	(222,345)
Woodbridge	(98,362)
Woodbury	(134,353)
Woodstock	(228,252)
<b>Total</b>	<b>(128,038,938)</b>

<b>By Amount</b>	
<b>Town</b>	<b>Change in Unrestricted GF Revenue</b>
Barkhamsted	(99,928)
Woodbridge	(98,362)
Eastford	(96,473)
Haddam	(92,350)
Marlborough	(88,042)
Harwinton	(79,247)
Killingworth	(72,308)
Weston	(70,498)
Redding	(69,511)
Old Lyme	(68,181)
Franklin	(62,228)
Scotland	(61,928)
Andover	(60,384)
Easton	(58,791)
Hartland	(56,358)
Hampton	(53,414)
Bethlehem	(48,313)
Union	(45,028)
Sherman	(36,769)
Norfolk	(36,214)
Canaan	(33,908)
Kent	(33,733)
Salisbury	(32,891)
Goshen	(31,414)
Washington	(30,581)
Morris	(30,200)
Sharon	(28,983)
Colebrook	(26,774)
Lyme	(22,433)
Roxbury	(20,870)
Bridgewater	(18,484)
Warren	(16,841)
Cornwall	(15,860)
<b>Total</b>	<b>(128,038,938)</b>

Source: CCM Calculations

\*Alliance District

Notes

1. The Governor has stated that, despite the changes to municipal aid, his budget proposal will hold all municipalities harmless. For CCM's analysis, however, the following grants are considered restricted revenue and are not included in the totals.
  - ECS increases are required to be spent on education, so these are excluded.
  - Adult Education is a reimbursement that gets directed to boards of education to cover a portion of state-mandated expenditures.
  - LoCIP and TAR are restricted to capital-specific projects and other uses and are not considered unrestricted revenues.
2. For this analysis, unrestricted, general fund revenue is considered to include the following:
  - PILOT: State-Owned Real Property
  - PILOT: Private Colleges & Hospitals
  - Mashantucket Pequot & Mohegan Grant
  - Public School Pupil Transportation
  - Non-Public School Transportation
  - Priority School Districts
  - DECD/DOH: Tax Abatement
  - DECD/DOH: PILOT
  - Manufacturing Transition Grant
  - Municipal Revenue Sharing Bonus Pool
  - Hold Harmless Grant
3. The Governor's FY13 budget rescissions and the General Assembly's FY13 mid-year budget cuts would be continued into future years.
4. The PILOT: State-Owned Property grant, established in 1969, is eliminated from statute. The FY13 grant amount that each municipality received will be paid as an additional ECS grant in FY14. This portion of the ECS grant can be used to supplant the municipal appropriation to boards of education or for other purposes and will not be subject to the Minimum Budget Requirement in FY14. OPM Secretary Barnes testified that the intent is to treat the PILOT funds as ECS funding after FY14.
5. Governor seeks expanded rescission authority to include 5 percent in unilateral cuts to "municipal aid." H.B. 6533 (Section 1, b, c, and e) would repeal "aid to municipalities" exemption from rescission authority.
6. Governor proposes eliminating the motor vehicle property tax on vehicles assessed at \$20,000 (full value of \$28,571 or less), except for rental cars, beginning in FY15. Projected municipal revenue loss is expected to exceed \$520 million. Governor's proposal would make such property tax exemption available by local option in FY14 (S.B. 843, Section 17).

###

If you have any questions, please contact CCM's George Rafael ([grafael@ccm-ct.org](mailto:grafael@ccm-ct.org)) at 203-928-9077 or Jim Finley ([jfinley@ccm-ct.org](mailto:jfinley@ccm-ct.org)) at 203-804-6895.



## Office of Fiscal Analysis

## Estimated Impact of Governor's Motor Vehicle Property Tax Exemption Proposal

MUNICIPALITY	ESTIMATED MOTOR VEHICLE LEVY LOSS	ESTIMATED SUPPLEMENTAL MOTOR VEHICLE LEVY LOSS	TOTAL
ANDOVER	\$ 668,213	\$ 61,350	\$ 729,563
ANSONIA	\$ 2,213,285	\$ 249,460	\$ 2,462,746
ASHFORD	\$ 801,805	\$ 71,150	\$ 872,954
AVON	\$ 4,008,443	\$ 464,261	\$ 4,472,705
BARKHAMSTED	\$ 627,067	\$ 53,162	\$ 680,229
BEACON FALLS	\$ 1,117,551	\$ -	\$ 1,117,551
BERLIN	\$ 4,007,197	\$ 423,291	\$ 4,430,488
BETHANY	\$ 1,162,159	\$ 126,975	\$ 1,289,134
BETHEL	\$ 2,932,733	\$ 325,904	\$ 3,258,636
BETHLEHEM	\$ 595,939	\$ 60,014	\$ 655,952
BLOOMFIELD	\$ 4,264,615	\$ 452,359	\$ 4,716,974
BOLTON	\$ 1,041,935	\$ 94,476	\$ 1,136,411
BOZRAH	\$ 460,277	\$ 579,722	\$ 1,039,999
BRANFORD	\$ 4,851,825	\$ 599,354	\$ 5,451,179
BRIDGEPORT	\$ 15,211,462	\$ 2,212,653	\$ 17,424,114
BRIDGEWATER	\$ 267,833	\$ 26,701	\$ 294,534
BRISTOL	\$ 9,392,546	\$ 1,046,946	\$ 10,439,492
BROOKFIELD	\$ 2,994,448	\$ 280,382	\$ 3,274,830
BROOKLYN	\$ 1,046,557	\$ 103,203	\$ 1,149,760
BURLINGTON	\$ 1,882,735	\$ 193,748	\$ 2,076,484
CANAAN	\$ 162,110	\$ 14,804	\$ 176,914
CANTERBURY	\$ 703,275	\$ 63,769	\$ 767,044
CANTON	\$ 1,917,089	\$ 217,271	\$ 2,134,360
CHAPLIN	\$ 423,218	\$ 44,224	\$ 467,442
CHESHIRE	\$ 5,410,461	\$ 592,942	\$ 6,003,402
CHESTER	\$ 562,544	\$ 60,268	\$ 622,812
CLINTON	\$ 2,065,600	\$ 220,532	\$ 2,286,132
COLCHESTER	\$ 2,684,532	\$ 330,908	\$ 3,015,440
COLEBROOK	\$ 286,309	\$ 22,676	\$ 308,984
COLUMBIA	\$ 1,042,493	\$ 89,748	\$ 1,132,241
CORNWALL	\$ 186,521	\$ 17,763	\$ 204,285
COVENTRY	\$ 2,091,027	\$ 210,901	\$ 2,301,927
CROMWELL	\$ 2,512,139	\$ 314,470	\$ 2,826,608
DANBURY	\$ 9,644,903	\$ 1,281,048	\$ 10,925,951
DARIEN	\$ 2,619,774	\$ 347,370	\$ 2,967,144
DEEP RIVER	\$ 729,847	\$ 82,769	\$ 812,616
DERBY	\$ 1,979,781	\$ 172,277	\$ 2,152,058
DURHAM	\$ 1,770,008	\$ 171,762	\$ 1,941,771
EASTFORD	\$ 262,013	\$ 24,312	\$ 286,324
EAST GRANBY	\$ 1,268,517	\$ 126,020	\$ 1,394,537
EAST HADDAM	\$ 1,315,509	\$ 129,757	\$ 1,445,266
EAST HAMPTON	\$ 2,289,356	\$ 226,137	\$ 2,515,493
EAST HARTFORD	\$ 10,191,589	\$ 993,871	\$ 11,185,460
EAST HAVEN	\$ 4,412,722	\$ 437,351	\$ 4,850,073
EAST LYME	\$ 2,540,631	\$ 220,980	\$ 2,761,610
EASTON	\$ 1,968,327	\$ 172,172	\$ 2,140,499
EAST WINDSOR	\$ 1,964,427	\$ 231,971	\$ 2,196,399
ELLINGTON	\$ 2,891,876	\$ 289,107	\$ 3,180,983
ENFIELD	\$ 7,102,038	\$ -	\$ 7,102,038
ESSEX	\$ 987,944	\$ 95,828	\$ 1,083,772

## Office of Fiscal Analysis

## Estimated Impact of Governor's Motor Vehicle Property Tax Exemption Proposal

	ESTIMATED MOTOR VEHICLE LEVY LOSS	ESTIMATED SUPPLEMENTAL MOTOR VEHICLE LEVY LOSS	TOTAL
FAIRFIELD	\$ 9,939,659	\$ 1,271,411	\$ 11,211,071
FARMINGTON	\$ 4,380,916	\$ 505,283	\$ 4,886,198
FRANKLIN	\$ 330,422	\$ 24,874	\$ 355,297
GLASTONBURY	\$ 7,546,807	\$ 851,709	\$ 8,398,516
GOSHEN	\$ 402,822	\$ 35,911	\$ 438,733
GRANBY	\$ 2,341,879	\$ 224,307	\$ 2,566,186
GREENWICH	\$ 6,850,099	\$ 1,007,442	\$ 7,857,541
GRISWOLD	\$ 1,670,732	\$ 131,063	\$ 1,801,796
GROTON, TOWN	\$ 3,723,438	\$ 476,449	\$ 4,199,887
GUILFORD	\$ 3,583,467	\$ 371,267	\$ 3,954,734
HADDAM	\$ 1,718,502	\$ 160,324	\$ 1,878,827
HAMDEN	\$ 10,221,124	\$ 1,194,648	\$ 11,415,772
HAMPTON	\$ 301,164	\$ 28,797	\$ 329,962
HARTFORD	\$ 18,181,891	\$ 3,014,214	\$ 21,196,105
HARTLAND	\$ 323,754	\$ 32,069	\$ 355,823
HARWINTON	\$ 1,101,628	\$ 101,759	\$ 1,203,386
HEBRON	\$ 2,113,898	\$ 189,276	\$ 2,303,174
KENT	\$ 303,382	\$ 36,567	\$ 339,949
KILLINGLY	\$ 1,743,057	\$ 176,722	\$ 1,919,779
KILLINGWORTH	\$ 1,196,212	\$ 116,673	\$ 1,312,885
LEBANON	\$ 1,124,511	\$ 99,291	\$ 1,223,802
LEDYARD	\$ 2,351,499	\$ 258,846	\$ 2,610,346
LISBON	\$ 529,338	\$ 45,016	\$ 574,354
LITCHFIELD	\$ 1,418,618	\$ 138,977	\$ 1,557,595
LYME	\$ 274,374	\$ 25,239	\$ 299,613
MADISON	\$ 2,810,485	\$ 318,188	\$ 3,128,673
MANCHESTER	\$ 10,103,168	\$ 1,137,929	\$ 11,241,097
MANSFIELD	\$ 1,795,518	\$ 190,096	\$ 1,985,614
MARLBOROUGH	\$ 1,388,738	\$ 127,896	\$ 1,516,634
MERIDEN	\$ 9,069,750	\$ 954,519	\$ 10,024,269
MIDDLEBURY	\$ 1,639,759	\$ 166,528	\$ 1,806,287
MIDDLEFIELD	\$ 952,604	\$ 87,267	\$ 1,039,871
MIDDLETOWN	\$ 6,999,368	\$ 835,230	\$ 7,834,598
MILFORD	\$ 8,324,081	\$ 1,186,808	\$ 9,510,890
MONROE	\$ 4,109,396	\$ 436,439	\$ 4,545,834
MONTVILLE	\$ 3,027,729	\$ 244,169	\$ 3,271,898
MORRIS	\$ 380,922	\$ 37,101	\$ 418,023
NAUGATUCK	\$ 5,179,799	\$ 599,849	\$ 5,779,648
NEW BRITAIN	\$ 8,293,011	\$ 1,163,958	\$ 9,456,970
NEW CANAAN	\$ 3,136,381	\$ 414,228	\$ 3,550,609
NEW FAIRFIELD	\$ 2,498,729	\$ 284,291	\$ 2,783,020
NEW HARTFORD	\$ 1,230,592	\$ 111,371	\$ 1,341,963
NEW HAVEN	\$ 12,441,162	\$ 2,064,373	\$ 14,505,535
NEWINGTON	\$ 6,316,043	\$ 648,294	\$ 6,964,337
NEW LONDON	\$ 2,398,492	\$ 363,375	\$ 2,761,866
NEW MILFORD	\$ 4,619,225	\$ 520,958	\$ 5,140,183
NEWTOWN	\$ 4,925,707	\$ 550,631	\$ 5,476,338
NORFOLK	\$ 249,592	\$ 25,745	\$ 275,336
NORTH BRANFORD	\$ 2,749,096	\$ 294,886	\$ 3,043,982
NORTH CANAAN	\$ 434,106	\$ 47,682	\$ 481,788

## Office of Fiscal Analysis

## Estimated Impact of Governor's Motor Vehicle Property Tax Exemption Proposal

	ESTIMATED MOTOR VEHICLE LEVY LOSS	ESTIMATED SUPPLEMENTAL MOTOR VEHICLE LEVY LOSS	TOTAL
NORTH HAVEN	\$ 4,814,748	\$ 549,386	\$ 5,364,134
NORTH STONINGTON	\$ 892,505	\$ 77,691	\$ 970,196
NORWALK	\$ 13,547,777	\$ 1,814,611	\$ 15,362,388
NORWICH	\$ 4,786,864	\$ 590,668	\$ 5,377,532
OLD LYME	\$ 1,167,890	\$ 120,294	\$ 1,288,184
OLD SAYBROOK	\$ 1,225,134	\$ 130,192	\$ 1,355,326
ORANGE	\$ 3,393,277	\$ 370,883	\$ 3,764,160
OXFORD	\$ 2,345,504	\$ 228,591	\$ 2,574,095
PLAINFIELD	\$ 1,620,667	\$ 156,625	\$ 1,777,292
PLAINVILLE	\$ 3,607,754	\$ 349,664	\$ 3,957,417
PLYMOUTH	\$ 2,525,759	\$ 227,016	\$ 2,752,775
POMFRET	\$ 601,445	\$ 59,108	\$ 660,552
PORTLAND	\$ 1,929,775	\$ 176,674	\$ 2,106,448
PRESTON	\$ 621,459	\$ 65,568	\$ 687,027
PROSPECT	\$ 1,809,626	\$ 163,468	\$ 1,973,093
PUTNAM	\$ 897,935	\$ 98,893	\$ 996,828
REDDING	\$ 1,866,146	\$ 208,458	\$ 2,074,604
RIDGEFIELD	\$ 4,405,950	\$ 580,440	\$ 4,986,390
ROCKY HILL	\$ 3,531,469	\$ 403,824	\$ 3,935,292
ROXBURY	\$ 286,169	\$ 27,437	\$ 313,607
SALEM	\$ 843,335	\$ 71,383	\$ 914,718
SALISBURY	\$ 319,281	\$ 33,960	\$ 353,241
SCOTLAND	\$ 292,227	\$ 27,596	\$ 319,823
SEYMOUR	\$ 3,142,295	\$ 286,272	\$ 3,428,567
SHARON	\$ 260,614	\$ 27,658	\$ 288,272
SHELTON	\$ 6,217,606	\$ 599,708	\$ 6,817,314
SHERMAN	\$ 487,525	\$ 48,776	\$ 536,301
SIMSBURY	\$ 5,111,158	\$ 586,780	\$ 5,697,938
SOMERS	\$ 1,562,986	\$ 156,101	\$ 1,719,087
SOUTHBURY	\$ 2,886,710	\$ 319,828	\$ 3,206,537
SOUTHINGTON	\$ 8,259,856	\$ 782,321	\$ 9,042,177
SOUTH WINDSOR	\$ 5,386,896	\$ 544,521	\$ 5,931,417
SPRAGUE	\$ 440,775	\$ 53,219	\$ 493,994
STAFFORD	\$ 2,338,457	\$ 221,412	\$ 2,559,868
STAMFORD	\$ 20,083,977	\$ 2,882,510	\$ 22,966,487
STERLING	\$ 445,511	\$ 48,918	\$ 494,429
STONINGTON	\$ 1,859,109	\$ 198,884	\$ 2,057,993
STRATFORD	\$ 9,767,429	\$ 1,099,755	\$ 10,867,184
SUFFIELD	\$ 2,331,078	\$ 237,101	\$ 2,568,180
THOMASTON	\$ 1,576,638	\$ 136,173	\$ 1,712,811
THOMPSON	\$ 1,261,757	\$ 120,926	\$ 1,382,683
TOLLAND	\$ 3,200,407	\$ 323,308	\$ 3,523,715
TORRINGTON	\$ 6,287,454	\$ 676,328	\$ 6,963,782
TRUMBULL	\$ 7,376,585	\$ 657,327	\$ 8,033,912
UNION	\$ 158,174	\$ 11,297	\$ 169,471
VERNON	\$ 5,349,528	\$ 582,299	\$ 5,931,827
VOLUNTOWN	\$ 379,929	\$ 42,033	\$ 421,961
WALLINGFORD	\$ 7,625,286	\$ 830,047	\$ 8,455,333
WARREN	\$ 157,317	\$ 13,845	\$ 171,162
WASHINGTON	\$ 390,839	\$ 39,705	\$ 430,544

## Office of Fiscal Analysis

## Estimated Impact of Governor's Motor Vehicle Property Tax Exemption Proposal

	ESTIMATED MOTOR VEHICLE LEVY LOSS	ESTIMATED SUPPLEMENTAL MOTOR VEHICLE LEVY LOSS	TOTAL
WATERBURY	\$ 14,291,420	\$ 1,967,646	\$ 16,259,065
WATERFORD	\$ 2,595,267	\$ 250,525	\$ 2,845,792
WATERTOWN	\$ 3,709,484	\$ 396,791	\$ 4,106,275
WESTBROOK	\$ 990,064	\$ 83,046	\$ 1,073,110
WEST HARTFORD	\$ 13,049,326	\$ 1,665,396	\$ 14,714,722
WEST HAVEN	\$ 6,738,756	\$ 878,051	\$ 7,616,807
WESTON	\$ 2,510,285	\$ 362,452	\$ 2,872,737
WESTPORT	\$ 5,052,908	\$ 715,505	\$ 5,768,413
WETHERSFIELD	\$ 5,057,491	\$ 510,558	\$ 5,568,049
WILLINGTON	\$ 884,252	\$ 79,684	\$ 963,936
WILTON	\$ 3,636,655	\$ 460,891	\$ 4,097,546
WINCHESTER	\$ 1,474,612	\$ 162,145	\$ 1,636,757
WINDHAM	\$ 2,813,026	\$ 337,057	\$ 3,150,083
WINDSOR	\$ 4,964,181	\$ 609,236	\$ 5,573,417
WINDSOR LOCKS	\$ 3,869,520	\$ 1,203,405	\$ 5,072,926
WOLCOTT	\$ 2,742,339	\$ 261,292	\$ 3,003,630
WOODBIDGE	\$ 2,508,250	\$ 263,212	\$ 2,771,462
WOODBURY	\$ 1,726,029	\$ 177,437	\$ 1,903,466
WOODSTOCK	\$ 1,173,819	\$ 99,466	\$ 1,273,285
<b>TOTALS</b>	<b>\$ 563,748,117</b>	<b>\$ 66,501,335</b>	<b>\$ 630,249,453</b>
			\$ -
<b>BOROUGH</b>			
Borough of Jewitt City (Griswold)	\$ 38,513	\$ 3,461	\$ 41,974
Borough of Groton Long Point	\$ 12,375	\$ 1,226	\$ 13,601
Borough of Danielson (Killingly)	\$ -	\$ -	\$ -
Borough of Bantam (Litchfield)	\$ -	\$ -	\$ -
Borough of Litchfield	\$ -	\$ -	\$ -
Borough of Woodmont (Milford)	\$ -	\$ -	\$ -
Borough of Newtown	\$ -	\$ -	\$ -
Borough of Fenwick (Old Saybrook)	\$ -	\$ -	\$ -
Borough of Stonington	\$ 11,920	\$ 1,574	\$ 13,494
<b>BOROUGH TOTALS</b>	<b>\$ 62,807</b>	<b>\$ 6,261</b>	<b>\$ 69,069</b>
			\$ -
<b>OTHER POLITICAL SUBDIVISIONS</b>			
Barkhamsted FD	\$ 37,533	\$ 3,166	\$ 40,698
Bloomfield, Center FD	\$ 72,923	\$ 7,667	\$ 80,590
Bloomfield, Blue Hills FD	\$ 106,395	\$ 10,273	\$ 116,668
Enfield FD #1	\$ 252,561	\$ 22,789	\$ 275,350
Enfield Hazardville FD #3	\$ 104,327	\$ 8,886	\$ 113,213
Enfield - North Thompsonville FD#4	\$ 113,710	\$ 10,068	\$ 123,778
Enfield - Shaker Pines FD #5	\$ 43,889	\$ 3,712	\$ 47,601
Enfield Thompsonville FD #2	\$ 253,538	\$ 29,170	\$ 282,708
Groton, City	\$ 186,757	\$ 21,104	\$ 207,861
Groton, Center FD	\$ 18,622	\$ 2,123	\$ 20,745
Groton, Long Point Assoc Inc.	\$ 12,375	\$ 1,226	\$ 13,601
Groton, Mumford Cove Assoc.	\$ 689	\$ 59	\$ 748
Groton, Mystic FD	\$ 61,366	\$ 6,573	\$ 67,938
Groton, Noank FD	\$ 14,045	\$ 1,367	\$ 15,413
Groton, Old Mystic FD	\$ 54,969	\$ 5,020	\$ 59,990
Groton Poquonock Bridge	\$ 270,237	\$ 34,897	\$ 305,133

**Office of Fiscal Analysis**

**Estimated Impact of Governor's Motor Vehicle Property Tax Exemption Proposal**

	<b>ESTIMATED MOTOR VEHICLE LEVY LOSS</b>	<b>ESTIMATED SUPPLEMENTAL MOTOR VEHICLE LEVY LOSS</b>	<b>TOTAL</b>
Groton, W. Pleasant Valley FD	\$ 18,645	\$ 2,633	\$ 21,279
Middletown So Fire	\$ 247,722	\$ 25,698	\$ 273,420
Middletown Westfield	\$ 92,399	\$ 11,283	\$ 103,683
New Hartford - Pine Meadow	\$ 2,165	\$ 168	\$ 2,334
Plainfield - Central Village FD	\$ 24,874	\$ -	\$ 24,874
Pomfret Fire District	\$ 26,173	\$ 2,124	\$ 28,297
East Putnam Fire District #1	\$ 19,775	\$ -	\$ 19,775
Simsbury FD	\$ 167,868	\$ 18,773	\$ 186,641
Stafford, Stafford Service District	\$ 35,182	\$ 3,577	\$ 38,759
Stonington, Pawcatuck FD	\$ 44,162	\$ 4,439	\$ 48,601
<b>OTHER POLITICAL SUBDIVISION TOTALS</b>	<b>\$ 2,282,904</b>	<b>\$ 236,793</b>	<b>\$ 2,519,696</b>
<b>GRAND TOTALS</b>	<b>\$ 566,093,828</b>	<b>\$ 66,744,389</b>	<b>\$ 632,838,217</b>