



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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Office of the
Commissioner

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Public Hearing – March 4, 2013 Finance, Revenue and Bonding Committee

Testimony Submitted by Commissioner Jim Redeker Department of Transportation

Governor's S.B. 842 - An Act Authorizing and Adjusting Bonds of the State for Capital Improvements, Transportation and Other Purposes.

The Department of Transportation (ConnDOT) is pleased to support Governor's S.B. 842, AA Authorizing and Adjusting Bonds of the State for Capital Improvements, Transportation and Other Purposes.

ConnDOT has made great strides in becoming an organization which is focused on results, performance and transparency. During the last biennium, the Department achieved major accomplishments such as the opening of the Q-Bridge, the groundbreaking of CTfastrak, initiating the redevelopment of the service plazas, the advancement of the New Haven-Hartford-Springfield Rail Program, and ongoing improvements to the rail system. As we move forward, recently passed transportation initiatives include state legislation (Public Act 12-70) that requires the utilization of alternate project delivery methods (such as Design-Build or Construction-Manager-at-Risk), and federal legislation (MAP-21) mandating the implementation of a comprehensive transportation asset management plan. These initiatives, combined with the ongoing demands of the Department's mission, will test our resourcefulness, but we are committed to delivering a transportation system and infrastructure that the citizens of Connecticut expect and deserve.

Governor Malloy's budget is an investment in our transportation infrastructure, recognizing that our roads, bridges, ports, airports, buses, ferries, and trains are essential to the economic well-being of our state and our nation. The Governor's recommended Capital Program includes new Special Tax Obligation Bond Authorizations of \$706.5 million in fiscal year 2014 and \$588.8 million in fiscal year 2015. It is estimated that with these resources, the Department will leverage \$1.2 billion in federal funds. As we move in to the next biennium we will continue to face fiscal uncertainty at the federal level, making it vital that Connecticut's commitment to transportation remain strong.

The Governor's recommended Capital Program allows the Department to work with the Administration to set clear priorities for allocating limited financial resources to a long list of important, but competing, capital needs. This investment will enable the Department to address more projects, which in turn will enable the Department to create and maintain more jobs while continuing to preserve the infrastructure during the next biennium.

The Governor's proposal provides \$60 million in both fiscal years 2014 and 2015 to continue Fix-It-First priority bridge repair. The Fix-It-First Bridge program includes the cost of rehabilitating, reconstructing, repairing or replacing bridges which have been identified as being in poor or fair condition and in need of repair. In addition, the Governor's proposed budget includes \$55 million in fiscal years 2014 and 2015 to continue Fix-It-First priority road rehabilitation, reconstruction and

preservation projects which will help to address our State's aging infrastructure. This investment supports the Department's commitment to implement a preservation program focused on a state of good repair for our infrastructure assets. At its core is a commitment to dedicate a certain level of funding each and every year to address pavement and bridge conditions utilizing Asset Management principles and performance metrics.

The Governor's budget includes \$68.8 million in fiscal year 2014 and \$68.9 million in fiscal year 2015 in Special Tax Obligation Bonds for capital resurfacing and related reconstruction projects. It is anticipated that this investment in our infrastructure will create 1,050 jobs and repave approximately 200 miles of state roads. The majority of the funds are utilized for the Vendor-In-Place (VIP) Resurfacing Program. Vendor-in-Place refers to a contract where the vendor supplies all materials, labor and equipment to perform a work function complete in place. The most common one is the VIP paving contract where the vendor supplies the asphalt, paving equipment, trucking and labor and we pay for the services by the ton in place.

The Governor's budget also includes an increase of \$100 million in interstate bonds in fiscal year 2014 to enable the Department to move forward with major initiatives such as the continued widening of I-84 through to the Route 8 interchange, while continuing to complete smaller projects that are vital to preserving the conditions and safety of our infrastructure.

The Governor's recommended Capital Program places an increased emphasis on municipal aid, with new bond authorizations of \$15 million in the first year for a revitalized Local Bridge Program and \$45 million in each year for Local Transportation improvements. The budget also proposes that the Town Aid Road grant program increase from \$30 million to \$60 million annually. This would be the largest investment in this Program in the state's history, reinforcing the Governor's commitment to a strong state and local transportation infrastructure.

Finally, regarding the Department's transit capital program, the Governor's 2014 and 2015 budget includes \$143,000,000 per year for Bus and Rail facilities and equipment that will provide funding for capital projects necessary to support two commuter railroads, and Transit operations in eight urban areas and 13 active transit districts. To support transit services, this funding will provide for the necessary bus replacements statewide, improvements to the CT Transit Hartford Maintenance Facility, as well as the construction of a Waterbury Bus Maintenance Facility. To support commuter rail services, this funding is vital to continue to maintain and improve the New Haven Line infrastructure, continued implementation of the New Haven Line Positive Train Control and the Signal System Replacement Project, as well as the ongoing New Haven Line station improvement program. In addition, this funding will provide for the power distribution improvements to support the use of M-8 rail cars in the Shore Line East commuter rail service, and a new north side boarding platform will be constructed at the Madison Shore Line East rail station which will include a pedestrian bridge and expanded parking.

Governor Malloy's proposals provide a balanced approach to addressing the multi-modal needs of Connecticut's transportation system. The Governor's budget includes a targeted influx of funding in a few key areas to support both State and municipal transportation initiatives, ensuring that Connecticut's transportation system enhances the general quality of life in the State, supports economic development, increases productivity, and moves people and goods in a safe, efficient manner.

ConnDOT looks forward to working with you to implement a biennial budget that provides for the continued preservation and improvement of the State's transportation system that the citizens of Connecticut deserve.

For further information or questions, please contact Pam Sucato, Legislative Program Manager for the Department of Transportation at (860) 594-3013.