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TOWN HALL
238 Danbury Road
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February 2, 2013

Senator Andrew Maynard, co-Chairman
Representative Antonio Guerrero, co-Chairman
Transportation Committee

RE: Governor Malloy's Legislative Proposal – Local Bridge Program

Senator Maynard, Representative Guerrero and Other Distinguished Members of the
Transportation Committee:

Thank you for allowing me the opportunity to comment on the Governor's timely
proposal. My name is Bill Brennan and I am First Selectman for the Town of Wilton.

The Town of Wilton supports Governor Malloy's legislative proposal that will facilitate
and streamline the design and construction of small municipal bridge projects. (Please
see the attached document.)

Since 2010, the Town has been pursuing the replacement of a small bridge on Bald Hill
Road over the East Branch of the Silvermine River, a span over which a ten year old
could easily toss a baseball!

As the bridge when completed will cost very close to \$1,000,000, the Town required
Federal/State assistance under the current Local Bridge Program. However, the glacial
bureaucracy that is involved in the tedious process is very costly and highly inefficient.
(See attached Federal Local Bridge Design Process – Flow Chart.)

In 2011, I personally appealed to the DOT Commissioner, Jim Redeker. He responded
positively and in 2012, conveyed plans to "fix" the process.

Governor Malloy's proposal will greatly improve the ability of municipalities to repair or
replace small bridges badly in need of repairs. The Bald Hill Bridge project in Wilton,
under the current program, will take approximately four years from start to finish! Under
the Governor's legislative proposal, the process would be substantially improved and
easily take less than a year.

Valuable state resources are being wasted with the current back and forth administrative process. It is timely to end this bureaucratic process from yesteryear and move to more enlightened policy.

Thank you for allowing me the opportunity to offer this testimony.

Respectfully,

A handwritten signature in black ink, appearing to read "W. F. Brennan". The signature is fluid and cursive, with a long horizontal stroke at the end.

William F. Brennan
First Selectman
Town of Wilton, CT



STATE OF CONNECTICUT

GOVERNOR DANIEL P. MALLOY

GOV. MALLOY INTRODUCES LEGISLATION TO IMPLEMENT EFFICIENCIES FOR LOCAL ROAD AND BRIDGE PROJECTS

(HARTFORD, CT) – Governor Daniel P. Malloy today announced that he is introducing two pieces of legislation this session that will facilitate and streamline the design and construction of municipal road and bridge projects by reducing red tape and allowing municipal governments to focus their federal transportation funding on capital investments rather than administrative costs. The Governor made the announcement at the annual meeting of the Connecticut Council of Small Towns, which was attended by municipal leaders from throughout the state.

The first proposal creates a Local Transportation Capital Program, which will make funding available to municipalities more quickly by removing a step in the current process that provides funding from the federal Department of Transportation (DOT), then to the state Department of Transportation, and then to the towns and cities. Under the Governor's proposal, the state will provide funding directly to local governments and then seek reimbursement from the federal DOT.

"Establishing this program will streamline the flow of capital transportation funding to local governments because federal funds are typically more difficult to use and administer than state funds and come with more strings attached," Governor Malloy explained. "This was particularly apparent with the federal stimulus program in which a significant percentage of the funding was directed to local governments and many struggled with the constraints and burdensome regulations that came along with the federal dollars."

While the state DOT is organized to carry out federal programs, many local governments are not. The Governor said that this proposal will facilitate the state DOT's oversight role and also make it easier for local governments to utilize federal funding, giving them the ability to focus these resources more on capital improvements and less on administration.

The second proposal will further fund, update and improve the current Local Bridge Program to encourage participation and assist municipalities in reducing the number of deficient municipal bridges. It will allocate \$15 million of state capital funding into the program, streamline administrative requirements and extend the deadline for submitting applications.

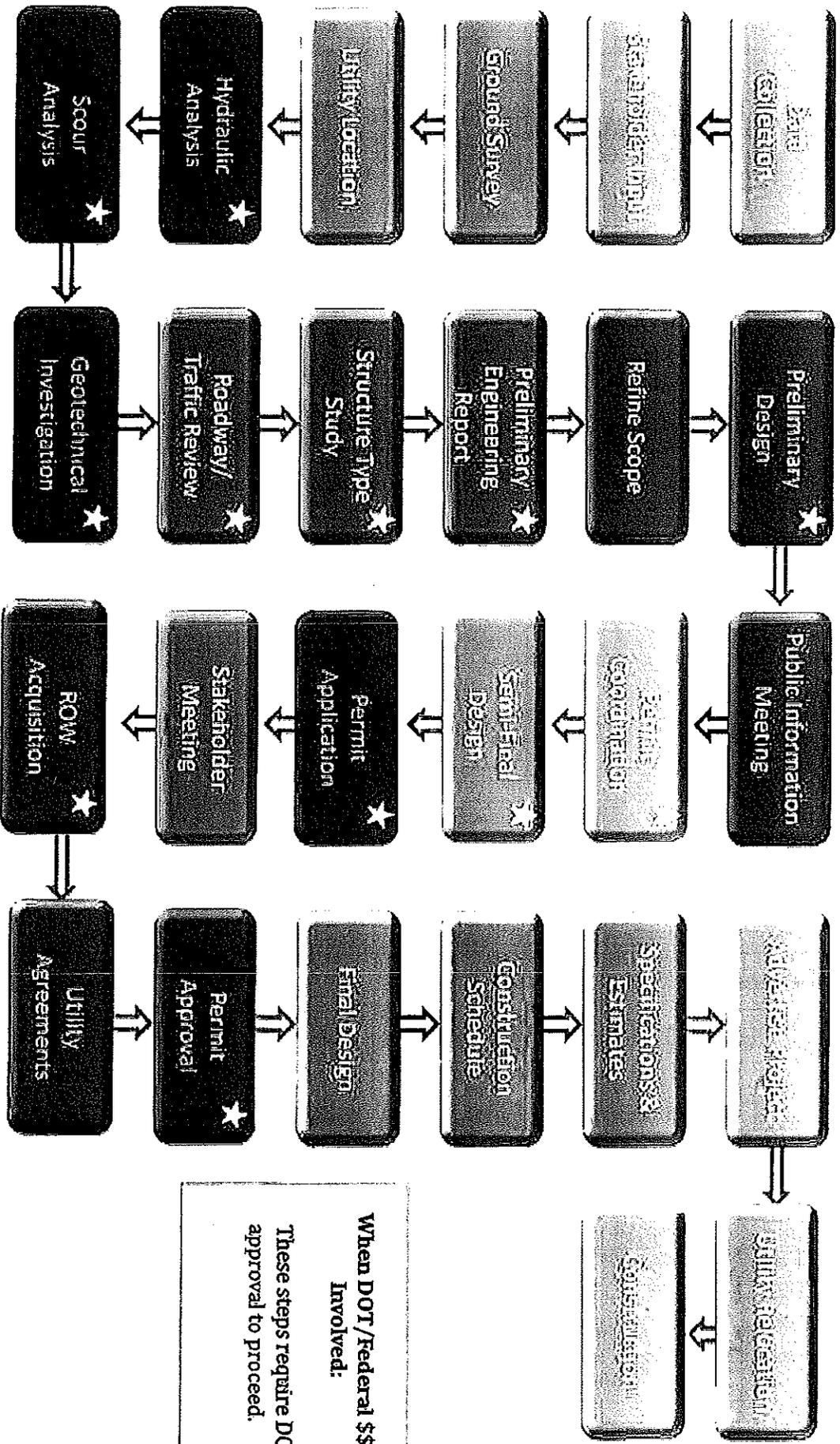
"Revitalizing this program will allow towns and cities to fund vital rehabilitation projects on bridges that are in need of repair and upkeep," Governor Malloy said.

The legislation will be included in the Governor's package of legislative proposals that will be unveiled on February 6.

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For Immediate Release: January 16, 2013

FEDERAL LOCAL BRIDGE DESIGN PROCESS



When DOT/Federal \$\$
Involved:
These steps require DOT
approval to proceed.