



# **Dannel P. Malloy**

GOVERNOR  
STATE OF CONNECTICUT

## **Testimony of Governor Dannel P. Malloy Support of House Joint Resolution 1 Resolution Proposing a State Constitutional Amendment to Protect the Resources of the Special Transportation Fund**

Chairmen Maynard and Guerrero, Ranking Members Boucher and O'Dea, and members of the Transportation Committee:

Connecticut must invest in transportation to fix our aging infrastructure and ensure that we compete in the modern economy. We cannot wait any longer to begin. Our state has seen decades of underinvestment, and it's time we reverse it to create jobs and build a strong economy for the future.

We all seem to agree that these projects are central to moving Connecticut forward and keeping Connecticut competitive, and it is incumbent upon us to act now for future generations. We need to seize this moment. We have made some of the largest investments in transportation in state history already, but we need to go further and we need a constitutional lockbox to do it.

The status quo is hampering economic growth and our attractiveness to businesses considering relocation to Connecticut. Businesses rate highway accessibility as the #1 factor in site selection decisions according to 88% of respondents in Area Development's 29th Annual Corporate Survey. When businesses consider relocating, they're looking directly at the condition of our infrastructure.

After years of torpor toward transportation investment, we are facing a series of challenges that demand our attention. The statistics alone are staggering: 10% of Connecticut's bridges are structurally deficient and 25% are functionally obsolete. Of our roads, 41% are found to be in "poor" condition. As a result, Connecticut's residents pay an extra \$1.6 billion in vehicle operating costs due to our road conditions. The economic cost of traffic congestion is more than \$4.2 billion. Four movable bridges on the nation's busiest commuter rail line are over 100 years old. The average age of the 203 bridges along the New Haven Line is 93 years old. 70% of our bridges are at least 50 years old. 73 of the 83 state-owned diesel rail coaches are at or closely approaching the end of their useful life.

It's been decades since Connecticut has had a long-term transportation plan. We finally have one. The question is whether we will take the necessary steps to act.

We have heard from residents and businesses as we have crossed this state. They have spoken loudly and clearly. We need to upgrade to be competitive. We have presented a vision for the future, and with it, an opportunity to bring our transportation system into a

state of excellent condition so our citizens can travel over sound and safe roads and bridges, have a speedier and more efficient rail system, have an interconnected, modern bus system, markedly advance our bicycle and pedestrian experiences, and sharply cut congestion so it ceases being an anchor on the state's economy.

Currently, our infrastructure is overly congested, rapidly deteriorating and incapable of supporting current demand. That's why my transportation plan responds to a growing and obvious reality: the state must both bring the system back from serious disrepair and put the state in the best possible position for the future. In order to accomplish these ambitious goals, and before we can move forward with projects of the scale required, we need a constitutional lockbox to maintain the trust of the taxpayers, rating agencies and investors on Wall Street. Further, this essential step would provide the type of predictability, reliability, and security our constituents demand.

We all seem to agree that transportation has held us back and that the status quo does not work. There has also been much talk about how to "structurally change" how we operate. The bottom line is this: a constitutional lockbox to protect transportation funds epitomizes one of these structure changes. It is, by its very definition, a structural budgetary reform. It will help ensure that we never again fall behind on critical infrastructure investments.

The world is changing. The economy is changing. We need to adapt to it, and we need to do it by transforming our transportation system starting with this structural budgetary change: a constitutional transportation lockbox. The voters should decide, this November, whether or not they agree. We should not impede this choice, and the time to let them decide is now.

Dannel P. Malloy  
Governor