



Dannel P. Malloy

GOVERNOR
STATE OF CONNECTICUT

July 22, 2016

Sen. Martin Looney
Legislative Office Building
Room 3300
Hartford, CT 06106

Rep. Brendan Sharkey
Legislative Office Building
Room 4100
Hartford, CT 06106

Sen. Bob Duff
Legislative Office Building
Room 3300
Hartford, CT 06106

Rep. Joe Aresimowicz
Legislative Office Building
Room 4110
Hartford, CT 06106

Sen. Len Fasano
Legislative Office Building
Room 3402
Hartford, CT 06106

Rep. Themis Klarides
Legislative Office Building
Room 4200
Hartford, CT 06106

Dear Honorable Leaders of the General Assembly:

As you are aware, the Connecticut Department of Transportation received significant cuts in the recently passed budget and is also facing declining revenues in the Special Transportation Fund. Previously, I have made clear that transportation should be our state's top priority. The lack of transportation investment is holding back our economy, stifling business growth, and reducing our quality of life. We are living with the result of a failure to adequately invest in our infrastructure over the course of 40 years, but it has fallen upon us to act.

Because of cuts made in the budget, the CT DOT must move forward with a number of steps to keep the Special Transportation Fund in balance while continuing investment, including spending reductions and fare increases. These are not decisions anyone takes lightly, but are nevertheless necessary to avoid significant reductions in service. I believe we should let this be a reminder as to what happens when transportation funding is cut – our economy suffers, and because our systems deteriorate, consumers face higher costs and lose more time in traffic.

Consider the state of our infrastructure. Almost half of state roadways are in less than good condition. Connecticut has 334 bridges and one tunnel rated in poor condition. Nearly a third of those bridges were built prior to 1950. On the New Haven Rail Line – the busiest commuter rail line in the country – 76% of rail bridges were built before 1940, and four of those bridges were built more than a century ago.

Compounding the challenge, low oil and gas prices are resulting in declining revenues. There has been a decrease in the oil company tax of \$80 million in the past year— an alarming drop. This is coming at a time when cars are becoming more fuel efficient. That fuel efficiency, as we all know, will only increase in the future, which will further undercut our ability to reinvest and maintain our transportation systems. Furthermore, it is estimated that by 2040, electric vehicles will account for 35 percent of global new car sales. Expenditure reductions and fare increases unfortunately are necessary to ensure the sustainability of the Special Transportation Fund so that we may fund vital infrastructure projects now and in the future.

We are all watching transportation work come to a halt in New Jersey, where hundreds of projects have stopped and where more than \$3 billion in transportation upgrades have been suspended. We cannot afford to let the Special Transportation Fund be in deficit, instead, we must continue to invest – and continue to invest smartly.

If we want to improve our economic outlook and grow jobs, letting our infrastructure languish and deteriorate is simply not an option.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dannel P. Malloy". The signature is fluid and cursive, with a large initial "D" and "M".

Dannel P. Malloy
Governor