

**Testimony of Commissioner Joseph Giulietti  
Department of Transportation  
Fiscal Year 2022 & 2023 Capital Budget**

**Finance, Revenue & Bonding Committee  
Transportation Bonding Subcommittee  
April 15, 2021 9:00 a.m.**

Good morning Chairman Cassano, Chairman Lemar, and members of the Committee. I am Joseph Giulietti, Commissioner of the Department of Transportation. I am pleased to appear before you today to discuss Governor Ned Lamont's recommended Biennial Capital Budget for the Department of Transportation.

The Governor's recommended Capital Budget provides \$836.9 million in fiscal year 2022 and \$929.6 million in fiscal year 2023 in bonding authorizations for the Transportation Capital Program. The proposed funding maintains the Department's current services program, providing funds for the State's most critical state-of-good repair needs and highest priority infrastructure improvements.

The Governor's commitment to continued investment in transportation infrastructure is evidenced by the level of bond authorizations included in the Governor's recommended Capital Budget. Sufficient funding for transportation projects is a critical requirement to ensuring the safety and preservation of Connecticut's transportation system and investing in its future.

The Governor is taking steps to sustain and enhance revenues that support the Special Transportation fund. The Highway Use and the Transportation and Climate Initiative Programs will further diversify and stabilize STF revenues while allowing targeted investments to advance.

The Governor's Recommended Capital Budget includes the following authorizations for infrastructure improvements in the next biennium:

- \$139.8 million in 2022 and \$219.8 million in 2023 for the "Fix-it-First" road and bridge programs that will address reconstruction, repair or replacement of bridges and roads in need of immediate attention.
- \$33 million each year for the State Bridge Restoration program.
- \$13 million each year for the **Inter**state program, that provides for the maintenance and replacement of the state's portion of the nationwide system of highways.
- \$63 million in 2022 and \$72 million in 2023 for the **Intra**state program that will fund maintenance and replacement to the state's primary and secondary roads.
- \$107.5 million each year for the Resurfacing program for ongoing restoration of the state's highways.
- \$248.1 million in 2022 and \$270.8 million in 2023 for Bus and Rail facilities and equipment that will provide funding for capital projects necessary to support the state's railroads, and Transit operations in eight urban areas and thirteen local transit districts.
- \$16.75 million each year for Urban Systems.
- \$8.8 million in 2022 and \$15.3 million in 2023 for environmental compliance and hazardous waste abatement.
- \$19.0 million each year for Highway and Bridge Equipment.
- \$68.9 million in 2022 and \$43.4 million in 2023 for renovation and repair to highway maintenance garages and other facilities.

The Governor's recommended Capital Program also continues authorizations to municipalities, with annual bond authorizations of \$10 million for the Local Bridge Program and \$67 million for the Local Transportation Capital Improvement Program (LOTICIP). It also provides, \$12 million annually for the Community Connectivity and Alternative Mobility Program. In addition, \$60 million is dedicated annually for the Town Aid Road grant program, with \$30 million in Special Tax Obligation bonds and \$30 million in General Obligation bonds.

This budget anticipates the evolving nature of our Capital Program. We are faced with new challenges and opportunities as the next Federal Transportation Bill is drafted. State bonds currently leverage over \$700 million of FHWA and FTA funds. There are clear indications that CT will receive additional Federal funds, with the strong possibility of new earmarks and future grant opportunities. When additional Federal dollars arrive, DOT needs to have bonds available for the non-federal match requirements.

I recognize the tough decisions that you are faced with this session, and I look forward to working with you to implement a budget that allows for the continued preservation and improvement of the State's transportation network, and also ensures a financially solvent and stable STF.

I will be happy to answer any questions.