

SA 11-011

HB6215

House	9854-9856	3
Senate	7194-7198	5
Transportation	1069-1070, 1071, 1072-1077, <u>1267-1274</u>	<u>17</u>
		25

H – 1120

**CONNECTICUT
GENERAL ASSEMBLY
HOUSE**

**PROCEEDINGS
2011**

**VOL.54
PART 29
9635 – 9973**

pt/tj/lxe/gbr
HOUSE OF REPRESENTATIVES

559
June 8, 2011

Yes, Mr. Speaker. We have business from the Senate.

DEPUTY SPEAKER ARESIMOWICZ:

Representative Sharkey.

REP. SHARKEY (88th):

Thank you, Mr. Speaker. Mr. Speaker, I move the waiving -- I move to waive the reading of the bills and have these items placed immediately on the Calendar.

DEPUTY SPEAKER ARESIMOWICZ:

Is there objection? Hearing none, so ordered.

Representative Olson, you have the floor, madam.

REP. OLSON (46th):

Thank you, Mr. Speaker. Mr. Speaker, I move for the immediate transmittal of all (inaudible) acted upon which require further action in the Senate. Thank you, Mr. Speaker.

DEPUTY SPEAKER ARESIMOWICZ:

Is there objection? Hearing none, so ordered.

THE CLERK:

On page 8, Calendar 233, House Bill Number 6215, AN ACT CONCERNING THE CONSTRUCTION OF THE ORANGE TRAIN STATION. Favorable report of the Committee on

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HOUSE OF REPRESENTATIVES

560
June 8, 2011

Transportation.

DEPUTY SPEAKER ARESIMOWICZ:

Representative Davis of the 117th, you have the floor, sir.

REP. DAVIS (117th):

Good evening, Mr. Speaker. I move acceptance of the Joint Committee's Favorable Report and passage of the bill.

DEPUTY SPEAKER ARESIMOWICZ:

Question is on acceptance of the Joint Committee's Favorable Report and passage of the bill. Will you remark, sir.

REP. DAVIS (117th):

Mr. Speaker, this bill authorizes the Department of Transportation to enter into an agreement on behalf of the State with a property owner and developer for the site of the Orange Train Station. I urge my colleagues to support this bill.

DEPUTY SPEAKER ARESIMOWICZ:

Will you remark further on the bill before us? Will you remark further on the bill before us? If not, staff and guests please come to the Well of the House, members take your seats, the machine will be open.

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HOUSE OF REPRESENTATIVES

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THE CLERK:

The House of Representatives is voting by roll
call. Members to the Chamber. The House is voting by
roll call. Members to the Chamber, please.

DEPUTY SPEAKER ARESIMOWICZ:

Have all the members voted? Again, I want to
remind the Chamber, please stay close to your seats.
We will not be holding votes open.

Have all the members voted? If all the members
have voted, please check the board to ensure your vote
has been properly cast, and if all members have voted,
the machine will be locked, Clerk will take a tally.
Clerk will announce the tally.

THE CLERK:

House Bill Number 6215,	
Total Number voting	148
Necessary for passage	75
Those voting Yea	135
Those voting Nay	13
Those absent and not voting	3

DEPUTY SPEAKER ARESIMOWICZ:

The bill passes.

S - 633

**CONNECTICUT
GENERAL ASSEMBLY
SENATE**

**PROCEEDINGS
2011**

**VOL. 54
PART 22
6915-7208**

cd/lg/sg/mhr/gbr
SENATE

591
June 8, 2011

Mr. Clerk.

THE CLERK:

Calling from Senate Agenda Number 3, House Bill 6215, AN ACT CONCERNING THE CONSTRUCTION OF THE ORANGE TRAIN STATION; Favorable Report of the Committee on Transportation.

THE CHAIR:

Senator Maynard.

SENATOR MAYNARD:

Yes, Madam President.

I move the bill and in concurrence with the House.

THE CHAIR:

On approval of the bill, will you remark further, sir?

SENATOR MAYNARD:

Yes, Madam.

In the event that federal and state funding for the construction of the train station in Orange is not available for the Fiscal Year ending June 30, 2012, the DOT has authorized to enter into an agreement, on behalf of the state, with the property developer and the property owner of the site of the proposed train station, for the construction and operation of such

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SENATE

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station.

THE CHAIR:

Will you remark further? Will you remark
further?

If not, Mr. -- oops.

SENATOR MAYNARD:

Ask that --

THE CHAIR:

We have to hold --

SENATOR MAYNARD:

Ask that we move it and put this on the Consent
Calendar.

THE CHAIR:

Seeing no objection, so ordered.

SENATOR MAYNARD:

Thank you, Madam President.

THE CHAIR:

Mr. -- Senator Looney.

SENATOR LOONEY:

Madam President, if we might pause just a moment
before calling those second Consent Calendar items.

THE CHAIR:

We will stand at ease.

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(Chamber at ease.)

SENATOR LOONEY:

Madam President, if the Clerk might now call the items on the second Consent Calendar, so that we might proceed to a vote on that second Consent Calendar.

THE CHAIR:

Mr. Clerk.

THE CLERK:

Immediate roll call has been ordered in the Senate on the second Consent Calendar. Will all Senators please return to the Chamber. An immediate roll call has been ordered in the Senate on the second Consent Calendar. Will all Senators please return to the Chamber.

Madam President, the second -- the second Consent Calendar -- the second Consent Calendar begins on Senate Agenda Number 2, substitute for Senate Bill 18. Senate Agenda Number 3, House Bill 6215.

Calendar page 9, Calendar 473, House Bill 6514.

Calendar page 19, Calendar Number 639, House Bill 6554.

Calendar page 20, Calendar 641, substitute for House Bill 6591; Calendar 644, House Bill 5567.

Calendar page 21, Calendar 649, substitute for
House Bill 6552.

Calendar page 22, Calendar 653, substitute for
House Bill 6612; Calendar 654, House Bill 6515.

Madam President, I believe that completes that
items placed on Consent Calendar Number 2.

THE CHAIR:

Thank you.

Senator Looney.

SENATOR LOONEY:

Hmm.

A VOICE:

What's the matter?

SENATOR LOONEY:

Yes.

THE CHAIR:

(Inaudible.)

SENATOR LOONEY:

Thank you, Madam President.

If we might move to a vote on that second Consent
Calendar.

THE CHAIR:

Yes; thank you.

Mr. Clerk, will you call for another roll call vote?

And the machine will be open.

THE CLERK:

Senate is now voting by roll call on the second Consent Calendar. Will all Senators please return to the Chamber. The Senate is now voting by roll call on the second Consent Calendar. Will all Senators please return to the Chamber.

THE CHAIR:

All members have voted? If all members voted, the machine will be closed.

And, Mr. Clerk, will you call the tally, please?

THE CLERK:

The motion -- motion is on adoption of Consent Calendar Number 2.

Total number voting	36
Those voting Yea	36
Those voting Nay	0
Those absent and not voting	0

THE CHAIR:

Consent Calendar passed.

We'll stand at ease a moment.

**JOINT
STANDING
COMMITTEE
HEARINGS**

**TRANSPORTATION
PART 4
962 – 1282**

2011

REP. GUERRERA: Senator Slossberg? Representative Paul Davis.

SEN. SLOSSBERG: Thank you. Good morning, Chairman Maynard, Chairman Guerrera and distinguished members of the Transportation Committee. Thank you for the opportunity to testify before you today in support of House Bill 6215 and House Bill 6451 and thank you also for the opportunity to bring up what was supposed to be the rest of our delegation but as the day has gone on, it's now Representative Davis and I to talk about the Orange Train Station. Representative Klarides wanted to be here. She was unable to.

The First Selectman of Orange was here as well for a while this morning, but needed to go back to town to attend to business.

For the record, I'm Gayle Slossberg and I represent the 14th Senatorial District, which is Milford, Orange and half of West Haven, and I'm here to talk to you about two bills.

The first bill is House Bill 6215 AN ACT CONCERNING THE CONSTRUCTION OF THE ORANGE TRAIN STATION, which is a bill that follows up on several years of discussion between the Orange legislative delegation, the Town of Orange, the Department of Transportation as well as the members and Chairman of this Committee.

There's a great deal of interest and support in the town of Orange for the construction of a Metro North train station on a 50-acre parcel currently owned by Dichello Distributors, Incorporated, which is a large employer in the Town of Orange.

Dichello has been in negotiations with the DOT and has set forth detailed plans to finance,

design and construct the capital expenditures for this project, and has presented them to DOT. Dichello believes that investing in Orange and the region is a win-win situation, and we agree with that.

The state achieves important progress toward its transportation goals of smart growth and traffic abatement and Dichello realizes returns on its investment in the form of increased corporate opportunities.

I would note that the construction of this station is fully supported by Orange town officials, the business community, as well as the new Yale University campus, which is adjacent to the site.

It is rare and impressive to find a business that is so invested in its community that it's willing to partner with the state in the active role that Dichello has committed to assuming.

We believe that the time has come to engage Dichello on its offer of a private/public partnership before this opportunity slips away.

Through many years of meetings and letters that Representatives Davis, Klarides and I have facilitated, both Dicello and DOT are very aware of our strong support of this plan, and I'm happy to be here today to state my support once again publicly.

I know Representative Davis would like to speak on this as well and give you some additional details.

While I'm here, I'd also like to lend my support, and have the opportunity to share with you my reasons for supporting House Bill 6451, which is AN ACT CONCERNING PLACEMENT OF A SIGN TO ASSIST

SHOPPERS AND RETAILERS IN MILFORD. This is a really simple matter, but will help my local community quite a bit.

In the City of Milford we have a railroad bridge that crosses through the downtown shopping district. The large concrete supports, which reinforce the bridge, serve as a natural space for signage. Currently there is a DOT transportation sign on one of the supports that directs traffic to a local nonprofit organization.

The popularity of this recent addition to the downtown has spurred interest in adding additional signage, directing shoppers to retail locations slightly further away from the main commerce area.

So we have one, we have a bridge that intersects in our local downtown economic area. We have placed a DOT sign directing people in one direction. We were hoping to get a sign on the other side now, directing people into the other direction so that they know that there is shopping commerce in both directions.

We hope that you will support this proposal and we thank you for your time and consideration for both of these matters. Representative Davis.

REP. DAVIS: Good afternoon, Representative Guerrero, Senator Maynard. It's a pleasure to be back with the Transportation Committee. I enjoyed my years of service here. We have a few new faces and some changes, but the good old ones are still around.

HB 6451
HB 6215

For the record, I am State Representative Paul Davis of the 117th District, also representing, as Senator Slossberg does, parts of Orange, West Haven and Milford.

Before I mention the Orange train station, I'd also like to lend my support to House Bill 6451, placement of a sign to assist shoppers and retailers in Milford.

Going to the train station, House Bill 6215 AN ACT CONCERNING CONSTRUCTION OF THE ORANGE TRAIN STATION. Several years ago, the General Assembly and the Governor identified a need and authorized construction of two new Metro North commuter stations between New Haven and Milford, one in West Haven, the other one in Orange.

For those who aren't familiar with this area, this is the longest stretch of the New Haven Line without a station. Currently both New Haven and Milford have significant parking issues, which these stations would help to alleviate.

Much of the pre-construction planning has been completed for both stations and with financing from the state in place, construction of the West Haven station and transportation center began this fall and we hope you will join us for the opening of the station, hopefully in 2012.

The Orange station has not been funded yet, but DOT and the property owners, Dichello Distributors, met on several occasions as far back as 2006.

Plans for the station in Orange would include platforms and parking garage would accommodate 1,000 people, 1,000 cars, with the additional possibility of up to 2,000 if necessary.

The station would be located on Marshall Road in Orange, on land that is owned by Dichello. The location is a few hundred yards from an I-95 exit in a recently expanded area. The state already

expanded this bridge over the highway and the road to six lanes.

The location is also adjacent to the new Yale West Campus, which we hope will eventually accommodate up to 5,000 employees and Yale has been extremely supportive of this station, willing to build pedestrian walkways from the station to their campus.

It's also basically across the street from the new United Illuminating corporate headquarters and the new operations center. As you can see, this is a growing industrial area, an area where, which will have many, many employees.

At a time when the modern, accessible transportation is the keystone for job growth and economic development, getting this station built in an expedited manner without having to increase bond indebtedness would be a major success for our state.

I strongly encourage support of this bill and believe it is the most common sense plan for moving this project forward with the lowest cost to the taxpayer.

We'd be happy to answer a few questions. We've talked about this for a long time. I have a copy of this, which was developed by Dichello Distributors. It's a great plan. We think it's something that will really assist the state and cost the state very little money at this time. Thank you.

REP. GUERRERA: Thank you, Representative Davis. We miss you on the Transportation Committee also, and you would be one of those old faces, too. Just wanted you to know.

REP. DAVIS: Older.

REP. GUERRERA: But, you know, going back and looking at this plan, I could agree with you both. This is something I think that the Town of Milford could use drastically, and I think the ridership is the key here.

With all the businesses that are surrounding that, I think going with a private partnership like this and knowing that you have the ridership is of key, here. And I know, I think Rhode Island is also, didn't Rhode Island do one with a private partnership, too?

REP. DAVIS: I think there actually is also one in Fairfield, and there is one, I believe you're right, in Rhode Island.

REP. GUERRERA: So, I think it would be a great plan. I know Dichello Distributors have been great in working with us as a legislative body and the people of this Committee and also with the prior Governor, and I'm hoping that it gets together with Governor Malloy also in regard to trying to push this forward.

Any correspondence with DOT on this in regards, do you see any problems that have arisen since we've been talking this or is it just a money situation where it's been put on hold?

REP. DAVIS: Originally, DOT had expressed some concerns with legal, legal concerns whether there would need to be a bid process should this be open to other developers and so on and so forth. They did consult the Attorney General's Office and the Attorney General mentioned that they didn't think this type of public partner, private partnership is an issue and the other concerns didn't seem to be major points as far as the Attorney General's Office was concerned.

I know Dichello has communicated with the DOT as recently as this past October and they looked at the plan and again, they believe it's something that they'd like to look at and move forward on.

REP. GUERRERA: That's good.

SEN. SLOSSBERG: If I could just add to that.

REP. GUERRERA: Absolutely, Senator.

SEN. SLOSSBERG: There's been additional, thank you, Mr. Chairman, there has been additional correspondence most recently between Dichello and DOT where DOT has expressed a new interest, a renewed interest in developing public/private partnerships. This would be a relatively new concept, although we do believe that Fairfield was developed in a public/private partnership situation, although maybe a little bit different than what we're looking at here.

Certainly, Dichello is willing to try to address any concerns that DOT would have and really just try to work with coming up with a model that makes sense.

So, you know, Dichello just responded back to DOT on February 18th, so that was the latest correspondence as between them asking again, for additional meetings to sit down and try to come up with a plan that would make sense for how to move this forward.

So it's been one of those things where people have said yes, we need to do this, and yes, it makes sense, and we have all the information that needs to go forward. They're doing now their second EA at DOT, you know. That's an ongoing thing. But it just, you know, it just doesn't seem to get, the deal just doesn't seem to get put together.

So we're looking for the Committee's assistance to really continue to push this and really close the deal and get the construction undergoing. As you could hear from Representative Davis' testimony, this area is growing. It's ripe for this type of development. It makes a lot of sense in so many different ways and it's time to sign on the dotted line and (inaudible).

REP. GUERRERA: I couldn't agree with you more, Senator. I know Ed Crowley's been very instrumental in helping us here, also. We met with him a few times. A great individual.

Any comments? Senator Maynard.

SEN. MAYNARD: Senator, thank you for your testimony. Representative Davis, you may have had more colleagues with you earlier on, but they sent the A-Team and we know you've been working hard on this, so happy to try to help accommodate that. A lot of these efforts are being accomplished throughout our rail system, particularly with a good deal more public/private partnership on some of these.

I've had any number of meetings with folks that are hoping for a little more investment on the infrastructure side or where maintaining state-owned property, you know, through private enterprises and raising funding, but I think there's a lot of opportunity and certainly it's a direction we need to be heading.

SEN. SLOSSBERG: Thank you. Thank you. You appreciate the Committee's support (inaudible).

REP. DAVIS: I just would also like to mention, Mr. Crowley sends his apologies. He did send testimony. He did have some corporate business

that he had committed to taking care of this morning.

REP. GUERRERA: That's understandable. Any comments? Seeing none, thank you both for coming.

SEN. SLOSSBERG: Thank you, again.

REP. GUERRERA: Next is David Bajumpaa. I hope I said that right.

DAVID BAJUMPAA: Senator Maynard, Representative Guerrero, members of the Transportation Committee, I'm Dave Bajumpaa. I'm a resident of East Windsor. I'm here to voice opposition to House Bill 5103 AN ACT REQUIRING SAFETY INSPECTIONS FOR ALL MOTOR VEHICLES.

Today I am wearing two hats, the first being a resident of Connecticut who owns a motor vehicle. The second half being an antique car collector.

I am a volunteer member of the Connecticut Council of Car Clubs Board of Directors, representing approximately 35 individual car clubs in Connecticut. The Connecticut Council of Car Clubs has submitted written testimony that I believe you have in opposition to House Bill 5103.

First and foremost, let me state that the Connecticut Council of Car Club's position is that every motor vehicle operated in this state should be maintained in a safe condition. This is not a point of contention.

For the safety of myself, my family and my neighbors, operating a safe motor vehicle is imperative today. The institute of a statute requiring annual safety inspections will not make the concept of operating a safe motor vehicle any more important than it is right now.



State of Connecticut
 HOUSE OF REPRESENTATIVES
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 EDUCATION COMMITTEE

Good Morning Senator Maynard, Representative Guerrero, distinguished members of the Transportation Committee. For the record, I am State Representative Paul Davis of the 117th Assembly District (Orange, West Haven, and Milford).

The purpose of my testimony this morning is to provide support for HB 6215 An Act Concerning the Construction of the Orange Train Station.

Several years ago the General Assembly and the Governor identified a need and authorized the construction of two new Metro North commuter stations between New Haven and Milford, one in West Haven and the other in Orange. This is the longest stretch on the New Haven line without a station. Currently both New Haven and Milford have significant parking issues which these stations would help alleviate. Much of the preconstruction planning has been completed for both stations and with financing from the state in place, construction on the West Haven Station and Transportation Center began this past fall with completion scheduled in 2012.

The Orange Station has not yet been funded, but the DOT and the property owner Dichello Distributors have met on several occasions as far back as 2006 to discuss the formation of a partnership to fund the station with private funds. Unfortunately, these negotiations have been met with some resistance on various levels and have not yet resulted in progress.

Plans for the station in Orange would include platforms and a parking garage which could accommodate 1000 cars with the possibility of an addition to bring the total up to 2000 if necessary. The station would be located on Marsh Hill Road in Orange on land that is owned by Dichello. This location is a few hundred yards from an I95 exit and entrance, the new United Illuminating Corporate Headquarters and new UI Operations Center and adjacent to Yale University's new West Campus. Yale has been supportive of this project from the start and has indicated a willingness to build pedestrian walkways from the station to their campus which may eventually employ over five thousand people.

At a time when modern accessible transportation is the keystone for job growth and economic development, getting this station built in an expedited manner without having to increase our bond indebtedness would be a major success for our state. I strongly encourage support of this bill as I believe it is the most common sense plan for moving this project forward with the lowest cost to the taxpayer.

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Town of Orange, Connecticut

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I write this letter of support for proposed Bill 6215 on behalf of the Town of Orange. The Town has worked with both a potential developer of a passenger rail stop and the State of Connecticut Department of Transportation for over a decade. The Town and State are both fortunate to have a developer still willing and wanting to move forward with this project in the current economic times.

I have been First Selectman for almost six years and have met five Commissioners of the Department of Transportation in that time. It seems that we have worked in a circle of questions over this project as a public private partnership. I feel that there has been a disconnect between Department of Transportation's job of providing the service to the user's of Connecticut's rail system and the Attorney General's Office to review and structure the proper agreement to bring this benefit for the State forward.

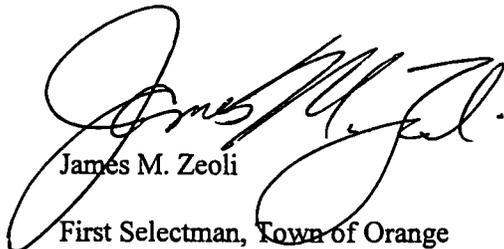
The shortage of parking in both Milford and New Haven has been acknowledged on numerous documents and in many statements the entire time this proposal has been under consideration. This rail stop has the availability of nine acres of property that will support flat parking of five hundred cars to start and the ability of a stacked parking area that will allow parking for an additional one thousand cars, this is close to the total of Milford and New Haven combined. This site will provide ease of parking for many from Orange, Woodbridge, Milford and many other surrounding communities needing to commute down to the New York and beyond on a daily basis. This is because of the many improvements that the Town, State and Federal funds have developed for the planning of the development of this hub area, the widening of Marsh Hill Rd, the new and widened bridge over I-95, the new entrance and exit ramps for I-95. This has all been done as part of a long term plan.

This part of Orange has been and continues to be developed by large office, corporate and industrial users. Yale University purchased the former Bayer site (137 acres) for University research and development. The Yale site directly abuts this Passenger Rail location and fully desire this be built for use by staff, students and people needing to access clinical research at the Campus. When fully operational Yale has stated they will have over 3,000 people on site. The United Illuminating Co. is constructing both Corporate and Operation's Centers across from this site employing over 1,000 people, commuting in on a daily basis. The PEZ Candy Corporate and manufacturing is within $\frac{3}{4}$ of a mile of this site employing several hundred people. The Rt 1 bus is less than a mile away to provide both to and from transportation to the train station. This just names a few of the large employer's surrounding this area at this time. The Town of Orange did develop a Transit Oriented District zone for this area pending

implementation, until the Rail Stop is developed. Orange looks forward to that day with our planning just waiting in the wings.

While I appreciate the West Haven Station is coming along, that is with full State funding and adding additional burden onto the State's already heavy bond load. This does just the opposite, It allows the State to gain the benefit of a train stop for users and a developer is doing the heavy carrying and allows the State to work with a fixed number that will be reimbursed through user ticket fees. The Town of Orange will benefit from taxes generated by property of a private developer and no worry of receiving a PILOT payment from the State for a percentage less than what was originally structured. It also makes location and development in that surrounding area almost a Regional Development Plan since Orange, West Haven and Milford all meet in this location. The benefits will be spread between three communities, not just one as other choices have proven.

I hope I have given enough reason why this Committee should support Proposed Bill 6215 and I thank you in advance for your consideration.



James M. Zeoli
First Selectman, Town of Orange



State of Connecticut

**HOUSE OF REPRESENTATIVES
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**REPRESENTATIVE THEMIS KLARIDES
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LEGISLATIVE MANAGEMENT**

**Testimony On
HB 6215, An Act Concerning the Construction of the
Orange Train Station
Transportation Committee Public Hearing
February 28, 2011**

Representative Guerrero, Senator Maynard, Senator Boucher, Representative Scribner and Honorable Members of the Transportation Committee:

I submit this testimony today in support of HB 6215, An Act Concerning the Construction of the Orange Train Station. I join with Representative Davis and Senator Slossberg in supporting the development of a new Metro North Train Station on Marsh Hill Road in Orange.

The construction of this train station is a public-private partnership between the State of Connecticut and Dichello Distributors of Orange, which has been in the development phase for many years. This evolving partnership will prove to be beneficial as a cost saving measure for Connecticut taxpayers as well as an invaluable model and resource for future public-private partnerships.

Developing a transportation system that is designed to meet the needs of the business community and regional commuters should be a top priority. A train station located in Orange would do much to accomplish this goal. I look forward to continue working with all parties involved, including Representative Davis and Senator Slossberg, to insure the success of this long-awaited and very important project.

I respectfully request the committee's adoption of this bill and thank you for your attention and consideration.

Sincerely,

Themis Klarides
Deputy House Republican Leader

TK/pb

Please Visit My Website At www.repthemis.com

**Testimony of Edward Crowley, President of Dichello Distributors,
In Support Of Proposed Bill No. 6215 and Proposed Bill No. 6217
Before the Transportation Committee of the General Assembly**

This testimony is submitted in support of Proposed Bill No. 6215 entitled "An Act Concerning the Construction of the Orange Train Station" and Proposed Bill No. 6217 entitled "An Act Encouraging Private Investment in the Infrastructure of the State." Proposed Bill No. 6215 would authorize the Connecticut Department of Transportation to enter into a public-private partnership on behalf of the State for the construction of a passenger train station in Orange and would assist the State in providing funding sources for the construction of the station. Proposed Bill No. 6217 would authorize the solicitation of proposals from the private sector for "transportation facility" projects in order to encourage private investment in the State's infrastructure. We strongly urge and hope that you consider the benefits of cooperation between the public and private sectors at this time and move forward with the proposed legislation.

For the past eleven years, Dichello Distributors has developed land in Orange imperative to the construction of a new rail station. The establishment of a public-private partnership is the best way to ensure this site is utilized in the most cost-efficient and time-efficient manner so the Orange train station project may reach its maximum potential.

There are numerous transit oriented benefits that a new commuter station will provide to the State. Current rail stations in Connecticut have experienced overcrowding as the commuting population continues to grow and residents become more dependent on railways. A new station will help solve congestion problems at existing stations, thus making rail transit more desirable. Providing a desirable and

efficient rail service is critical because it removes cars from the road, which alleviates traffic and emissions. Failure to develop the Orange train station will only worsen the traffic and commuting problems or, worse yet, restrict economic development in the region.

As studies conducted by the Connecticut Department of Transportation have established, there is no question that a rail station in Orange will be utilized and that the need is immediate. The proposed station will enhance accessibility, making Orange and the surrounding areas more attractive to businesses and residents similar to that which has been experienced along Metro North lines across the State. Yale University's West Campus will provide ridership due to the daily commute of students, faculty and staff commuting from the New Haven campus as well as other areas of Connecticut and New York. Moreover, there currently exists a built-in flow of commuters due to the presence of the United Illuminating Company and Southern Connecticut Gas, two large corporations serving much of Connecticut, which are headquartered within 300 yards of the conceived station.

A few years ago, Dichello Distributors approached the State with the idea of a public-private partnership to construct a train station in Orange and the idea has been met with enthusiastic support. Orange area entities and employers including the Town of Orange, Yale University and United Illuminating Company remain in support of this project and this public-private partnership. In a letter addressed to then Governor Rell on May 3, 2010, numerous local businesses of the Town of Orange voiced their support for the construction of this rail station, many of which have implemented expansion plans in anticipation of the construction of the station.

Public-private partnerships reflect the fact that cooperation is more likely to result in timely, meaningful solutions to transportation problems than a go-it-alone approach. These projects provide major public benefits such as reduced highway congestion, cleaner air, improved safety, and enhanced mobility. Additionally, public-private partnerships work in the rail industry. For example, in Rhode Island, the North Kingstown Planning Commission approved the development a rail station known as Wickford Junction Station. Wickford Junction is a joint venture between the Rhode Island Department of Transportation and Cioe Companies, a private developer. When complete, the project will expand rail services of the MBTA and Amtrak in Rhode Island and is considered part of a master plan which includes an expanded garage, as well as development of adjacent and dependent retail and executive office space. The station will provide benefits to the existing residential and retail tenants located around Wickford Junction and will alleviate traffic congestion.

The current economic climate and the limited availability of State resources makes entering into a public-private partnership an ideal option for the State because it allows for financial support and investment from the private sector in the State's infrastructure development. A public-private partnership would enable financing and construction of the Orange train station with less State bond funds because of the private sector investment.

Dichello Distributors has already laid much of the groundwork to construct a station in the Orange which will benefit Yale University, local businesses and residents while mitigating congestion from the highways and train stations, reducing emissions and creating jobs at a time when such jobs are vital. Recently, the Town of Orange Planning & Zoning Commission has proposed the creation of a Transit Oriented

Development District in conjunction with the project and for the development of property near the station.

We strongly urge you to approve Proposed Bill No. 6215 and Proposed Bill No. 6217 and allow the State to move forward with the construction of the Orange train station through the use of a public-private partnership and in the most beneficial and cost-effective manner.