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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.