



**State of Connecticut**  
**HOUSE OF REPRESENTATIVES**  
STATE CAPITOL  
HARTFORD, CONNECTICUT 06106-1591

**REPRESENTATIVE KELVIN ROLDAN**  
FOURTH ASSEMBLY DISTRICT

LEGISLATIVE OFFICE BUILDING  
ROOM 4029  
HARTFORD, CT 06106-1591

CAPITOL: 860-240-8500  
FAX: 860-240-0206  
E-MAIL: [Kevin.Roldan@cga.ct.gov](mailto:Kevin.Roldan@cga.ct.gov)

DEPUTY MAJORITY LEADER

**MEMBER**  
APPROPRIATIONS COMMITTEE  
INSURANCE AND REAL ESTATE COMMITTEE  
JUDICIARY COMMITTEE

**Representative Kelvin Roldán**

**Testimony Submitted to:**

**The Connecticut General Assembly  
Transportation Committee**

**March 14, 2011**

Co-Chairs Rep. Guerrero and Sen. Maynard, Vice Chairs Rep. Mikutel and Sen. Duff, Ranking Members Rep. Scribner and Sen. Boucher, and members of the Transportation Committee, I appreciate the opportunity to come before you today to speak in support of HB6217, AN ACT ENCOURAGING PRIVATE INVESTMENT IN THE TRANSPORTATION INFRASTRUCTURE OF THE STATE. This bill would allow the state to partner with the private sector to repair existing and invest in new transportation infrastructure, creating jobs that are sorely needed for the people of Connecticut.

HB6217 would allow state agencies responsible for maintaining or upgrading our transportation infrastructure to tap into the billions of dollars in private equity that has been earmarked by investment firms to build or rebuild Connecticut's roads, bridges, parking facilities, airports and train facilities. This concept was raised by Governor Malloy's transition committee and many of our sister states, including Massachusetts, have adopted similar legislation.

I would like to give you a few concrete examples of how the partnership with the private sector could help Connecticut enhance its infrastructure and create jobs.

For decades, the state has discussed how we could complete the Route 11 connector relieving traffic congestion on local roads in Southeastern Connecticut. Due to the state's crushing debt load and the reduced potential for federal transportation funding coming from Washington, a public private partnership would be the only way we could successfully raise the necessary funds to complete this important project. A possible scenario could include a private sector firm funding, building and operating the connector to state specifications while recouping their investment through tolls. In addition to the economic activity from enhanced infrastructure, the construction jobs created by this project would be a significant benefit to Connecticut residents.

According to a 2003 Conn DOT study, the state owns approximately 10,000 parking spaces adjacent to Metro North stations that are managed mostly on the municipal level and generate little or no revenue for the state. Commuters have long complained about the inefficient and inadequate parking on the Metro North line. If the state were to open up the 10,000 Metro North parking spaces for private investment on the condition improvements recommended by commuters were made, the state could receive a significant upfront payment for the asset and commuters would receive the benefit of a more commuter friendly parking system.

Now this approach may not be perfect for every project or transportation asset. However, even though we are in a fiscal crisis, the need for continued investment in rebuilding and creating new transportation infrastructure does not stop. Without legislation such as this, other states will attract the private investment in infrastructure and job creation that Connecticut desperately needs. I urge the Committee to carefully consider this legislation and offer its support.

I thank you for your time and consideration.