

PA10-098

SB107

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**CONNECTICUT
GENERAL ASSEMBLY
SENATE**

**PROCEEDINGS
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**VOL. 53
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Thank you, sir.

Will you remark further on House Bill 5235? Will you remark further on House Bill 5235?

If not, Mr. Clerk -- Senator Crisco, do you want to place this on the consent calendar?

SENATOR CRISCO:

Yes, Mr. President. I wasn't aware there was a consent calendar.

THE CHAIR:

We always do on special days like this.

SENATOR CRISCO:

I know, I know, but such a brief calendar. If there's no objection, I would request it be placed on the consent calendar.

THE CHAIR:

There's a motion by Senator Crisco to place this item on the consent calendar.

Seeing no objection, so ordered.

Mr. Clerk.

THE CLERK:

Calendar page 21, Calendar Number 138, File 189, substitute for Senate Bill 107, AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE, Favorable Report of Committees on Commerce and Export and

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Transportation.

The Clerk is in possession of amendments.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Thank you, Mr. President. I move acceptance of the Joint Committee's Favorable Report and passage of the bill.

THE CHAIR:

Acting on acceptance and approval, sir, would you like to remark further

SENATOR LeBEAU:

Yes, Mr. President.

The Clerk has an amendment, LCO Number 3949. May he call it and if I may be allowed to summarize.

THE CHAIR:

Mr. Clerk.

THE CLERK:

LCO 3949 which, will be designated Senate Amendment Schedule "A." It is offered by Senator LeBeau, et al.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU: Thank you, Mr. President.

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This amendment is a strike-all amendment. It essentially becomes the bill.

And what the bill does with this amendment is to establish an enterprise zone or Bradley Development Zone in the four towns surrounding Bradley in certain census blocks that are contiguous to the airport.

This is a bill that we worked on for a couple of years. Senator Kissel has been involved, Senator Frantz, local -- the members of -- Representative Berger, members of our committee, representatives from all four towns.

And essentially what it does is that it provides some incentives for communities -- for those communities to offer to businesses that would move into this newly defined development zone, and in doing so, it recognizes the potential of Bradley International Airport, that there could be tremendous synergies that could take place with development of Bradley and the growth of Bradley Airport as an international and as a national center for transport.

We've seen good news from Bradley in the last few weeks. We intend to see more in the future, and we know that by developing both outside the fence and inside the fence, the airport itself and the -- and

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the area around it, that this can become a driver of economic development in north central Connecticut and indeed for the entire State of Connecticut.

Those -- those benefits are essentially up to a tax abatement for facilities improvements on machinery and equipment and a tax credit against the corporate tax for those companies that move into this zone.

We think that this amendment and this -- what is now the bill can provide a very important stimulus to the economy of the State of Connecticut.

I'll stop right there. Thank you, Mr. President.

THE CHAIR:

Remark on Senate Amendment "A."

Senator Kissel.

SENATOR KISSEL:

Thank you very much.

I was happy to defer to Senator Frantz as the ranking member on Commerce, but let me stand, and I know that we're on the amendment but the amendment becomes the bill, and I wanted to make my remarks at this point in time and to really commend the hard work put into this particular amendment which becomes the bill by Senator LeBeau, Senator Frantz.

We actually -- the three of us and local

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officials met over at Office of Policy and Management to try to work out some of the details with Secretary Robert Genuario.

This particular measure has gone to some degree past the executive branch and addressed all of their concerns.

I'm hoping with a very, very modest fiscal note, Senator Daily, Senator DeFronzo and the other esteemed members of this circle who sit on the Finance Committee will find nothing objectionable in this bill.

There are safeguards such that the Department of Economic and Community Development will have to view these initiatives as being net positives to the State of Connecticut such that any tax benefits that would insure to the benefit of these businesses expanding and growing around Bradley International Airport would create commerce and development such that the State of Connecticut would be a net winner as far as our revenues and tax lows.

In particular, as I represent all of the communities, all of the communities that touch Bradley International Airport, and those are Windsor Locks and

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Suffield and Windsor and East Granby, each one of those four towns which I represent have had input into this process and are looking forward to this process.

Bradley International Airport, the second largest airport in New England, is what I call one of our crown jewels, and I know that on occasion, individuals looking for revenue sources have said perhaps we should sell off Bradley International Airport, and I believe that that would be extraordinarily shortsighted.

What we need to do is we need to recognize that Bradley International Airport is a fantastic asset that we should leverage and try to use all its beneficial impacts to the greatest benefit of north central Connecticut but also all of Connecticut.

You know what was interesting was when we had the debate -- when Washington was thinking of closing the submarine base down in New London. I was amazed to see as part of their push to save that the ripple effects that that base had throughout the entire economy of the State of Connecticut.

Indeed, there's Diana's Bakery in Thompsonville and Enfield Connecticut, and Enfield borders on Massachusetts, and I -- it was brought to my attention

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as that debate was going on down state and in Washington, D.C. that our -- one of our businesses, a very modest business, Diana's Bakery, had a contract with the base down there and provided them baked goods on an almost daily basis.

So that is above and beyond the shops and the machine shops and the tool shops and everything else related to the creation and maintenance of submarines.

Well, Bradley International Airport is exactly a similar kind of area where so much attains critical mass. It's not just where planes come in, land, drop off goods and passengers and then take off. There are maintenance facilities --

I know the days that I go to work, I will be driving down 91 south, and if it's the right time in the morning, I will see coming down the Bradley Connector and then feeding right into 91 one FedEx truck after another, down they go, down they go, down they go, down they go, because they've just received that day's shipment of parcels and packages and goods from all around the world, and that's how they come in.

Recently Walgreen's created a distribution center in Windsor, I believe, the Windsor/East Granby area,

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the area that I like to call the rainbow area of Windsor. And we were in stiff competition with Rhode Island and New Hampshire, and part of that was that the State of Connecticut, under the leadership of Governor Rell, was able to offer a financial package that was very appealing, but they also looked to that area's proximity not only to the Interstate 91 north-south corridor here in New England, but also to Bradley International Airport.

This measure will try to leverage something that is already inherently doing well and such that we can all benefit from that. And in many areas where we talk about making economic investments, what we end up doing is we target areas that have little or no economic potential, and we try to pour resources into those areas to try to get something to grow. And there's nothing wrong with that, but here we have something that already in and of itself is doing quite well, and we're trying to leverage that.

And so this is something where the Legislative Branch, the Executive Branch, local folks, all the way up -- up to the state level are all moving in the same direction.

My remarks will be similar, God willing this bill

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comes back out of Finance to this chamber, but I wanted to put those remarks on the record right now and commend everyone that's been associated with making this bill hopefully a reality this year.

And again, great praise to Senator LeBeau, Senator DeFronzo and Senator Frantz for all their hard work in this endeavor.

Thank you, Mr. President.

THE CHAIR:

Thank you, sir.

Senator Frantz.

SENATOR FRANTZ:

Thank you, Mr. President.

I will start by saying that Bradley Airport is oftentimes not known to be the economic driver that it really is. To throw out just a couple of numbers to you to drive this point home, the analysis that has been done and the economic contribution to the State of Connecticut over the past few years ranges between somewhere around \$4 billion and \$35 billion.

I know there's a big disparity there because measuring economic development contribution can be a very difficult sort of black science.

However, if you pick a number anywhere between

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there, it's very significant. And it's -- it doesn't come as any great surprise to me, because I've been involved with the airport for quite some time, as has Senator Kissel. And Senator LeBeau and Representative Berger on the Commerce Committee have also because they are one of the few people that recognize not only the contribution today to the State of Connecticut but also the potential contribution.

Really what I believe this bill does, and it does, in fact, not have a significant fiscal note going forward for the next couple of years. And again, I'd like to point out that it is not a carte blanche. This is something that if things are happening within this airport development zone, that's when the state will be contributing, but we'll know what it's going to be contributing to.

And obviously no decision is going to be a positive one for an enterprise moving to there or starting there unless it's a good one, one that makes sense for State of Connecticut.

So we're not committing ourselves to a potentially economically dangerous strategy by supporting this bill, but these individuals recognize what can happen up there. What we're really trying to

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do is look for the catalyst that will create -- and Senator Kissel used the operative phrase, "critical mass," which is right on the money, because oftentimes when you have something that is operating so well, all you need to do is add a little bit of fuel to that fire. Next thing you know, you've got the afterburners on and all of a sudden the place is really on the map and people are breaking down barriers to bring their enterprise, their corporations, their partnerships to a place like this.

Aerospace is our tradition. It's our heritage in the State of Connecticut. And yes, there's a big component to that to this area, the four towns surrounding Bradley International Airport. A lot goes on there.

And when you have something as exciting as, say, the 787 program and many of the manufacturers within that area and maybe a little bit outside as well, but in the general area, you can create interests in the area from a company such as Boeing, and they did pay a visit to us. It was a very serious visit in the very beginning in looking at Connecticut as a possible place, right there at Bradley International Airport, to put a large component manufacturing facility to

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support the Dreamliner, the 787 program. That's pretty darn exciting.

Had we been able to achieve that, Mr. President, it would have been the coup of the year, but we know there are other issues involved, too.

So we're trying to get around many of those impediments in Connecticut that drive businesses out of the State of Connecticut and prevent other companies from coming to the State of Connecticut by making it a really attractive place.

The potential is definitely there. And as has been pointed out very adequately, it's a transportation dream, it's an operational dream from the airlines' point of view because the airport is virtually always open.

You can't say that about any of the other airports certainly in New England as well as throughout the rest of the country.

It's also a dream in a sense that you can drive from Miami, Florida and get to Gate 12, the main terminal, without hitting a red light except for maybe the one right before you turn into the final last 150 yards to the terminal. But that thing is always green anyway, and it's right-hand turn. So even if it

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is red, you can take a right on red, Senator. It's not a problem.

So from a logistical and a business point of view, it's a wonderful facility that lends itself to the entire neighborhood being a wonderful place to potentially explore business expansion for so many different companies that could be in aerospace, could be in transportation, could be in shipping, could be in a variety of other SIC code areas that work quite nicely at Bradley International Airport.

So I salute everybody who's worked so hard on this. And I know, Senator Kissel, you've been supporting this airport for as long as you've been involved in public service. And Senator LeBeau, you, too, because you recognize the special magic nature of that whole neighborhood up there, and I would like to urge my colleagues to vote for this when they have the chance.

Thank you very much, Mr. President.

THE CHAIR:

Thank you, Senator Frantz.

Will you remark? Will you remark further on Senate Amendment "A"?

Will you remark further on Senate "A"?

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Senator McKinney.

SENATOR MCKINNEY:

Thank you, Mr. President.

Before I ask a couple of questions, first let me say that recently I actually experienced my first flight out of Bradley as a resident of Fairfield, Connecticut. Going to the airport in Westchester or LaGuardia are actually shorter drives than Bradley.

My experience at Bradley was extraordinary. It's easy to park, easy to get to the terminal. Pleasant surroundings, flight was actually on time. And I think Bradley Airport is perhaps the shining star of our state's Department of Transportation. They've done an extraordinary job there.

I'm also one who thinks that it's not a bad idea to look at perhaps privatization or quasi-public/private operations at Bradley, something that could help our state financially and still provide the tremendous services there.

But when -- and I'm also -- lastly, I'm also someone who's very much in favor of getting tax credits to try to spur economic growth.

But we are dealing with not just a budget definite in 2011, but significant budget deficits in

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2012 and 2013.

So when I hear that this bill is not going to have a significant fiscal impact, then I say, well, then how will we be getting great economic growth if we're not giving a lot of money out?

And obviously, this amendment pushes the fiscal impact amendment and the application of this bill out a couple of years.

To be honest, that's always a red flag for me. If this bill had a fiscal impact in this year, we wouldn't be doing it right now because we have a budget deficit.

So we push, we pass the bill now and the cost comes in later.

The problem is that later we've got an even bigger budget deficit. The 700-plus million dollars that we're dealing with in 2011 will pale in comparison to the budget deficits we face in 2012 and 2013, and I know that's not on all of our minds, but it might be on our minds as we pass these types of bills.

Simply to say it doesn't have an impact in 2011 should not be sufficient for this General Assembly if it's going to have an impact in 2012 and 2013.

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With that, Mr. President, I just do have a couple of questions. This probably will come back, so I won't -- I'll have a better chance to read the bill longer and talk with the chairs and ranking members, but if I could, through you, Mr. President, just a couple of questions to Senator LeBeau.

THE CHAIR:

Senator LeBeau.

SENATOR MCKINNEY:

Thank you, Mr. President.

Senator LeBeau, in Section 4 it talks about subsection (d), the credits allowed under the section. Maybe this is just a drafting issue, but it talks about the credits would only be available to initial occupants of a manufacturing facility, service facility or eligible facility.

So I guess my -- and I -- I see a definition of "manufacturing facility," a definition for "service facility," but not one of "eligible facility."

So I guess for my edification, would this credit apply to any business within this zone?

And if not, what businesses would be eligible for the credit?

Through you, Mr. President.

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THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Through you, Mr. President.

Can I ask for a clarification on the question?

THE CHAIR:

Yes.

SENATOR LeBEAU:

What lines are you -- if I may ask what lines
you're on?

THE CHAIR:

Senator McKinney.

SENATOR MCKINNEY:

Thank you, Mr. President. And the copy of the
amendment I have does not -- is not numbered.

SENATOR LeBEAU:

Uh-oh.

SENATOR MCKINNEY:

But it is Section -- Section 4, subsection (d)

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THE CHAIR:

Senator LeBeau.

SENATOR MCKINNEY:

-- which in my copy is page 8615.

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SENATOR LeBEAU:

This -- we're building upon enterprise zone legislation.

Through you, Mr. President. We're building upon enterprise zone legislation, and so -- and this section refers to manufacturing facilities.

So that's what would be directly referred to.

And in -- and I don't have the lines -- line numbers. In my copy, line 298, and I'm sorry you don't have it, maybe I can get you a copy.

Mr. Minority Leader, we could --

For the purpose of this section, "eligibility facility" means any facility described in the subparagraph (d) of subdivision (2), Section (D) of Section 32-9p, as amended by this act.

Essentially what we're talking about is manufacturing facilities in that section.

THE CHAIR:

Senator McKinney.

SENATOR MCKINNEY:

Thank you.

And so then, through you, is this credit available to businesses that are not manufacturing businesses?

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Through you, Mr. President.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Yes, it is. Through you, Mr. President. Yes, it is.

And a very special process would be used for that. And the -- it's later on in the bill, Senator McKinney. And let me say, in Section 5, there's a discussion, again, on the lines -- I'm trying to find -- it's a long bill. I apologize for that.

Section D of Section 5, it goes on near the end of that section to describe if -- if located in the airport development zone could be used for warehousing or motor freight distribution of goods transported by aircraft to or from an airport located in the zone -- and here's the key, and this is where the bill really has narrowed what we're talking about here -- is dependent upon or directly related to such airport, meaning Bradley, and which except as provided in the subparagraph, et cetera, et cetera, information technology but excluding certain North American industrial codes. And going on further.

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So we're looking at manufacturing, we're looking at warehouse and distribution, we're looking at direct relationship to an airport, those kinds of things that would directly have an impact that could grow because they will be near an airport, such as a FedEx facility, such as airfreight, such as facilities like that that would have a natural kinship with an airport and would have the ability to grow and provide jobs.

So that is -- that's -- that's what we're looking at here.

I'd like to also -- let me just stop there, Senator, and see if you have any --

SENATOR MCKINNEY:

Thank you.

THE CHAIR:

Senator McKinney.

SENATOR MCKINNEY:

Thank you, Senator LeBeau.

And so as I understand it then, and I do appreciate that clarification, a retail -- a retail store, say a Lowe's distribution center or Walgreen's distribution center, wouldn't be eligible for this credit, but something that is uniquely dependent upon

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the airlines for its business would be.

Is that correct, what I'm hearing? Through you
Mr. President.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Through you, Mr. President. Yes.

THE CHAIR:

Senator McKinney.

SENATOR MCKINNEY:

Thank you.

My next question deals with where we get the
money for the tax credits or the grants. And as I
read the fiscal note, the state would reimburse the
municipalities within the zone up to 50 percent of the
tax loss for the facility improvements for a five-year
period through the distressed municipalities grant.

Is that where the money's coming from?

Through you, Mr. President.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Through you, Mr. President.

Yes.

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THE CHAIR:

Senator McKinney.

SENATOR MCKINNEY:

And who currently benefits from the distressed municipalities grant? Just -- through you, I believe we have 18 distressed municipalities in this state; is that correct?

Through you, Mr. President.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

I think we may differ by one. I think it's 17 distressed municipalities and the enterprise zones within those distressed municipalities.

THE CHAIR:

Senator McKinney.

SENATOR MCKINNEY:

Thank you. Let's hope we get to zero one day.

How much money do we currently spend or is in the 2010-'11 budget for distressed municipalities grant?

Through you, Mr. President, if the good Chair of the Commerce Committee knows.

THE CHAIR:

Senator LeBeau.

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SENATOR LeBEAU:

Through you, Mr. President.

I believe it is \$7.3 million on an annual basis.

THE CHAIR:

Senator McKinney.

SENATOR MCKINNEY:

And is it my understanding, through you, Mr. President, that inclusion of the Bradley enterprise zone as a recipient of distressed municipalities grant money would not increase the grant money?

Through you, Mr. President.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Through you, Mr. President.

As the good Senator points out, not for at least four years, because the eligibility would not kick in.

And I would like to comment on that. I'd like to go back to that, Senator.

That is correct. And then the fiscal note indicates a \$205,000 potential draw upon that fund.

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But what's -- what's -- what we need to know and what Senator Gomes needs to know and what others who have distressed municipalities -- and many of us do, including my own town of East Hartford, is that we have -- we have had a surplus in that fund anywhere from a half million dollars to a million dollars on a regular basis over the past few years.

Now, in the last couple of years, we've used those extra dollars and they've lapsed back into the general fund, but we have had a significant surplus in that fund, so there's --

So in talking to OPM, they anticipate that this would -- essentially, they would cover this, and very well cover it at a \$205,000 cost.

THE CHAIR:

Senator McKinney.

SENATOR MCKINNEY:

Thank you.

So -- and I guess my last question, it might be a long one, putting aside the fact that any fund that lapses, we could use that money to offset the significant budget deficit, we'll put that argument to the side.

It is true and can be possible then in the

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future that were this enterprise zone to be extraordinarily successful -- and we all hope it is -- that the credits and a budget for 2014-'15 fiscal year puts in the same \$7.3 million in the distressed municipalities grant, should it be that those credits consume more than \$200,000 and could consume more than the annual traditional lapse of 500,000, let's say they consume \$2 million of that \$7.3 million, then as the fiscal note points down -- points out, all grants to distressed municipalities are reduced on a pro rata basis.

Now, I only -- actually, I think that's correct, so I won't ask as a question and appreciate Senator LeBeau's remarks and answers to my questions.

I just think it's important to point that out. This bill is much better than last year's version, which just set up a new pilot line.

But we are taking a distressed municipalities grant, we are adding another piece of the pie to it, but the pie's not getting bigger.

And so those members of this circle who represent distressed municipalities, whether it's Bridgeport, New Haven or Waterbury and others, and

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I understand East Hartford is, but I think East Hartford also gets extraordinary benefit from Bradley Airport, unlike, for example, Bridgeport, which has an airport which would love to have this type of zone as well, and perhaps other airports in the state.

So I just think it's important that when we do these types of things, we understand that this may be a winner, but it may be to the loss of other things.

And should this be extraordinarily successful without increasing the funding in the distressed municipalities grant, other distressed municipalities are going to lose funding, and that's just a fact.

So that's why I'm cautious about voting for this. I know it's got to go for referral to Finance, but I think as the Finance Committee debates this bill and as members think about that -- this bill, that's something that should be taken into consideration.

Bradley Airport is an important economic engine for the region. It's extraordinarily important for the four towns that are part of this

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zone, and I appreciate all the work that the members have done on this and the hard work that Senator Kissel has done on behalf of those four towns, but there are other areas of the state that are starving for this type of, you know, economic development booster shot as well, and I'd like to see them at the table, too.

Thank you, Mr. President.

(Senator Coleman of the 2nd in the Chair.)

THE CHAIR:

Thank you, Senator.

Will you remark further on Senate "A"?

Senator LeBeau.

SENATOR LeBEAU:

Thank you, Mr. President.

I'd like to respond to a couple of the comments that the good minority leader just made.

First of all, that this bill -- that any business that gets this shot in the arm, that gets help, that gets a tax credit, that is eligible for an abatement in the community and to be reimbursed by the state, it has to be certified by the commissioner of DECD, that they will not get this

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unless it -- there's shown to be that is fiscally sound for the state, economically sound for the state and fiscally sound for the state, meaning that -- that it is needed, that it will help the state's economy, and that there will be more money coming in to the State of Connecticut than going out.

In other words, the jobs that are produced and the -- the taxes that are paid will be greater than the costs of doing this. And that will have to be shown and demonstrated in order for the DECD commissioner to put her name on line and say this is -- this is a certificate of eligibility.

So the pie is not getting smaller here, and that's the point of this legislation. The point is to make the pie bigger. The point is to grow jobs, and that is precisely what we're trying to do.

And I would look down the road -- and I think, you know, as a person who does have a distressed municipality, a person who does have an enterprise zone in East Hartford, I'm concerned. I would be concerned about this, and I am concerned about this.

But we have -- right now, we have a good amount of space between where we are and where we might be.

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And I'd like to say one other thing about -- Senator McKinney said it raises a red flag, but I'd like to say to Senator McKinney, this allows these towns to plan. It allows them to negotiate. It allows them to bring in new businesses.

So there will be an opportunity for growth, and that's what putting this out does, not just to put off the fiscal note of -- really a fiscal note we could cover of \$205,000, but to allow these communities to get together, to get with the Bradley Board of Directors and to work together to help really create a dynamic enterprise development zone around Bradley Field.

This cost does come in later, but it will be paid for, and it will be more than paid for by the new dollars that are coming into the state.

And I would emphasize that today, and I'll emphasize that tomorrow in front of the -- hopefully tomorrow in front of the Finance, Revenue and Bonding Subcommittee.

Thank you, Mr. President.

THE CHAIR:

Thank you, Senator.

Will you remark further on Senate "A"? Will you

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remark further?

I understand there is no request for a roll call vote. That being the case, the Chair will try your minds on Senate "A."

All those in favor, please indicate by saying aye. All those opposed, say nay. The ayes have it. Senate "A" say is adopted.

SENATOR LOONEY:

Mr. President.

THE CHAIR:

Senator Looney.

SENATOR LOONEY:

Thank you, Mr. President.

Mr. President, we'd move that calendar page 21, Calendar 138, Senate Bill 107 as amended be referred to the Finance, Revenue and Bonding Committee.

THE CHAIR:

The motion is to refer to the Finance Committee.

Is there objection? Is there objection?

Seeing none, so ordered.

SENATOR LOONEY:

Thank you, Mr. President.

Mr. President, if the Clerk would call the

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Revenue and Bonding.

THE CHAIR:

Without objection, so ordered.

SENATOR LOONEY:

Thank you, Mr. President. If the clerk would then call next, Calendar page 26, Calendar 138, Senate Bill 107.

THE CHAIR:

Mr. Clerk.

THE CLERK:

Calendar page 26, Calendar Number 138, File Number 189, substitute for Senate Bill 107, AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE, as amended by Senate Amendment Schedule A, Favorably Reported, Committees on Commerce, Transportation and Finance, Revenue and Bonding.

THE CHAIR:

Senator LeBeau.

SENATOR LEBEAU:

Thank you, Mr. President. I move acceptance of the Joint Committee's Favorable Report and passage of the bill.

THE CHAIR:

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On acceptance and passage, will you remark?

SENATOR LEBEAU:

Thank you, Mr. President. We've had this bill in front of us before, about a week ago, before it went to the Finance Committee. And very briefly, what the bill does is it helps to -- it attempts to create an enterprise zone or a development zone in the four towns that surround Bradley International Airport to help make Bradley International into a greater driver of -- a greater economic engine for the state of Connecticut.

What this bill will do, it will bring industry, manufacturing, airport related businesses to those towns to help create an even more vibrant economy in that areas.

Now, what the bill does is allows for tax credits for companies and for the municipalities. It gives -- it allows a tax abatement within specific census tracks which are part of the larger census blocks within those towns that have been designated in the bill. And those census tracks and blocks that have been designated within the bill and will allow the town -- the state to help reimburse those abatements,

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ultimately at a 40 percent of the total cost, helping to spur development in that area.

This is a crucial area for the state. This is a smart development. It's -- it -- we have the infrastructure there, we have the roads there, we have the airport there. This is going to be a great move by the state to do this.

I recommend the bill to the members of the Senate. I think you'll find that it's going to have a tremendous economic effect on Connecticut and particularly north central Connecticut. Thank you, Mr. President.

THE CHAIR:

Thank you, Senator.

Senator Frantz.

SENATOR FRANTZ:

Thank you, Mr. President. I rise in favor of the bill, obviously, and it's a place that's near and dear to my heart. It's not just the airport, it's the surrounding area. It is a completely unique area. I now some of you have spent time up there. Some of you have actually used the airport and found out what a great airport it is.

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What you might not have seen up there if your sole intention to go up to Windsor Locks is to travel out of Bradley International Airport is that you've got a lot of infrastructure and you have a lot of some of the older industry facilities up in that area relating to aerospace and defense. On top of that you have some more recent development having to do with transportation logistics, depots and warehousing and the like. You also have some very high tech industries up there, particularly in photonics and related industries to that.

Now, one of the things that will always be controversial when an enterprise zone, or in this case, an airport development zone is set up is what are the other opportunities? Are there any opportunity costs in doing an airport development zone and there's no doubt that the argument may come up, well, what about the urban areas that don't already have an economic development zone in it? Shouldn't they be allowed to have some of the same benefits that are being offered here to the Windsor Locks and the surrounding towns in that area? And the answer is yes, it should be looked into. And the answer to that

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question or the opposite argument should be this:
should be that when you have an asset, especially in a
smaller state like the state of Connecticut, you have
seven large cities and a few other small or medium
sized cities, should you not be looking at the areas
that are going to give you the biggest bang for the
buck? What's the return on investment here? What is
-- what's the place going to look like in hopefully
five to seven years? The answer is it has the
potential to be a real shining star as opposed to a
somewhat lackluster shining star at this particular
point in terms of the economic development. The
airport's the anchor up there, which is a bright,
shining star and that is what brings the attention to
the area.

Senator LeBeau has done an incredible job, not
only on this particular initiative, but he's
understood the potential of Bradley International
Airport, Representative Berger has also. And there's
another member in this chamber here, actually sitting
in it right now who's had a very, very large role over
many years in promoting Bradley International Airport
as well as other economic development initiatives

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surrounding the airport, as well as on campus at the airport, and that's Senator Kissel. And so I want to thank him publicly for his fine work for that airport. It's made a huge difference. The whole idea of this is to create critical mass. The way this is structured, the way the tax incentives are on the books and would be in law, if this is signed into law. It will immediately receive a lot of attention and I believe wholeheartedly that what's going to happen is you will see a lot of companies inquiring about what it's going to be like there, both tax wise, geographically and they'll be very, very pleased. It's a very compelling set of opportunities as outlined in this particular bill.

So I stand in favor of it, Mr. President. I hope my colleagues will vote in favor of it.

THE CHAIR:

Thank you, Senator.

Will you remark further?

Senator Kissel.

SENATOR KISSEL:

Thank you very much, Mr. President. I would like to associate myself with the remarks of Senator LeBeau

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and Senator Frantz, and ask them for their -- and thank them for their kind words and commend them for their leadership regarding this proposal. When people work together across party lines, good legislation can truly take flight. And this bill is a great example of that.

All of the towns that I represent, touching Bradley International Airport will benefit by this legislation; Suffield, Windsor Locks, where Bradley International Airport is primarily located; Windsor and East Granby.

= But the area surrounding the airport that will benefit extends farther than just those four towns that immediately are the subject of this legislation. All of north central Connecticut and indeed, all of Connecticut, will benefit by this legislation because, indeed, Bradley International Airport is a huge, a huge economic generator. And when we targeted one of our great assets, one of our crown jewels and try to enhance the area around it in a very significant and positive and targeted way, the net result will inevitably be more jobs, more opportunities and a better economy for Connecticut.

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My friends and colleagues here in the circle, Senator LeBeau, Senator Frantz, have pointed out the details of this bill. It's a development zone with targeted development. And I want to thank not only Senator Frantz, but in particular, Senator LeBeau, who has championed this bill year after year as chair of the Commerce Committee. Without his wisdom and far sightedness, this bill would not pass through our chamber this evening.

I want to leave you with this last thought. Ever since I was blessed to be a dad -- and I have two wonderful sons, Nathaniel, who's 14 and Tristan, who is six -- who today played in his second soccer game and scored his first goal, I'm very happy about that. But one of the things I always told them when they were little is how much do I love you. And they knew the answer because I had told them the answer over and over and over. They would say, "Dad, you love me as big as the sky."

And I just want to leave this circle with this. How many jobs can take wing at Bradley International Airport? That number is as big as the sky. There is no limit to the opportunities that we can leverage

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with our great international airport.

I strongly support this bill and I thank my
colleagues for moving it forward this evening. Thank
you, Mr. President.

THE CHAIR:

Thank you, Senator.

Will you remark further?

Senator Debicella.

SENATOR DEBICELLA:

Thank you, Mr. President. Mr. President, I
stand, with all due respect to my colleagues,
reluctantly opposed to this bill. I actually agree
with the underlying philosophy of the bill, that
enterprise zones do have the ability to create jobs
through tax incentives.

My concern is that where we've seen enterprise
zones be successful in the past, it is typically been
in economically challenged areas where businesses
otherwise were not willing to come. Where I do not
believe they work is where we're trying to use an
incent that otherwise is not being used and trying to
incent that.

I actually, having dealt with airport issues in

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my own neck of the woods, do not believe that there is a "Build it and they will come" phenomenon. I don't believe that businesses naturally are going to flock around an airport simply because we have established this zone if they are already going there.

And so, Mr. President, I believe there is a fiscal note on this. There is a cost to this even though it's in the out years. And I do not believe, just based on principle that this is the right way we should be deploying enterprise zones throughout the state.

So I fully respect my colleagues, their intentions. I actually think the underlying philosophy of enterprise zones is right. I just think that this particular bill is not going to accomplish what we hope to accomplish. So thank you, Mr. President.

THE CHAIR:

Thank you, Sr.

Will you remark further?

Senator LeBeau.

SENATOR LEBEAU:

Just very briefly, Mr. President. I would like

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to thank the officials from the four towns that were involved; Suffield, East Granby, Windsor Locks -- and I'm missing one -- and Windsor -- and who were involved in the development of this. The Bradley board, members of the Bradley board were involved in this and former chairman of the Bradley board, Scott Frantz, Senator Frantz. We've had a lot of input on this. I respect Senator DeBicella's ideas on this. I obviously disagree with him, but I respect his ideas. And I want to thank everybody who has worked so hard on this bill. Thank you very much, Mr. President.

THE CHAIR:

Thank you, Senator.

Will you remark further? Will you remark further on the bill?

If not, Mr. Clerk, please announce the pendency of the roll call vote.

THE CLERK:

Immediate roll call has been ordered in the Senate. Will all Senators please return to the chamber? Immediate roll call has been ordered in the Senate. Will all Senators please return to the chamber?

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THE CHAIR:

Have all members voted? Have all members
voted?

If all Senators have voted, please check
your votes to make sure it's accurately recorded.

Have all members voted?

Mr. Clerk, please announce the tally.

THE CLERK:

The motion is on passage of Senate Bill 107,
as amended.

Total number Voting	30
Those voting Yea	28
Those voting Nay	2
Those absent and not voting	6

THE CHAIR:

The bill passes.

Senator Looney.

SENATOR LOONEY:

Thank you, Mr. President. Mr. President,
the next item, if the clerk call a bill that had
been previously marked for consent and then
marked go, Calendar page 25, Calendar 125, Senate
Bill 316.

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The bill as amended is passed.

Will the Clerk please call Calendar Number 480.

THE CLERK:

On page 25, Calendar 480, Substitute for Senate
Bill Number 107, AN ACT ESTABLISHING A BRADLEY
DEVELOPMENT ZONE, favorable report of the Committee on
Finance, Revenue and Bonding.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Thank you, Mr. Speaker and good evening.

I move for acceptance of the joint committee's
favorable report in concurrence with the Senate.

DEPUTY SPEAKER O'CONNOR:

The question is acceptance of the joint
committee's favorable report and passage of the bill
in concurrence with the Senate.

Will you remark?

REP. BERGER (73rd):

Yes. Thank you, Mr. Speaker.

What we have before us here is many years of
work, probably two years of work by the
representatives, both in the House and in the Senate
that represent Windsor Locks, Suffield, East Granby

and Windsor, who are going to be directly affected by what we do here today in concurrence with the Senate.

Very shortly, Mr. Speaker, I'll be calling an amendment, which will be a strike-all amendment, which will then, in fact, become the bill. But just as a special recognition, I wanted to recognize Representative Sayers and also Senator LeBeau and the work that they've done to bring this bill forward.

And what it will do is it will stimulate the area that surrounds the Bradley Airport. It will add to jobs. It will add to income. It will add to economic development within those areas.

The bill will basically designate a development zone around Bradley, extending the property, tax exemptions and corporation business tax credits to businesses developing or acquiring facilities within the new zone. It does this by amending laws authorizing the enterprise zone tax incentives and specifying the process for accessing those benefits.

Mr. Speaker, the Clerk is an amendment -- is in possession of an amendment, LCO 3949. I ask that he call and I be allowed to summarize.

DEPUTY SPEAKER O'CONNOR:

Will the Clerk please call LCO Number 3949, which

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will be designated Senate Amendment Schedule "A."

THE CLERK:

LCO Number 3949, Senate "A," offered by
Representative Berger, Hornish, Sayers and Senators
LeBeau, Frantz and Kissel.

DEPUTY SPEAKER O'CONNOR:

The Representative seeks leave of the Chamber to
summarize the amendment.

Is there objection to summarization? Is there
objection?

Hearing none, Representative Berger, you may
proceed.

REP. BERGER (73rd):

Yes. Again, thank you, Mr. Speaker.

And, as I stated, this is a strike-all amendment
that will now become the bill from the work that the
Senate has passed down to this chamber.

I will take a couple of minutes to highlight some
of the portions of sections of this amendment, which
are now the bill, in anticipation of questions from
the ranking member of Commerce.

As I stated in Section 1, this will designate the
Bradley Development Zone in Windsor Locks, Suffield,
East Granby and Windsor. It extends a five-year

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80 percent property tax exemption to manufacturing facilities within the new zone. It will also extend for five years an 80 percent property tax exemption for a machinery and equipment installed in manufacturing facilities that are developed within the new Bradley Development Zone.

It will also establish a tax credit, which is equal to a ten-year credit, 25 percent of the credit of which is spread over ten years; 50 percent of the credit if at least 150 full-time employees or 30 percent of full-time jobs that the facility were held by -- held in that zone were town residents, who qualify for federal job assistance.

Mr. Speaker, I move for passage.

DEPUTY SPEAKER O'CONNOR:

Adoption.

REP. BERGER (73rd):

Adoption. Adoption.

DEPUTY SPEAKER O'CONNOR:

Thank you, sir.

The question before the chamber is adoption of Senate Amendment Schedule "A."

Will you remark further on the amendment?

Representative Alberts.

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REP. ALBERTS (50th):

Thank you, Mr. Speaker.

I have several questions for the proponent of the amendment, if I may.

DEPUTY SPEAKER O'CONNOR:

Please proceed, sir.

REP. ALBERTS (50th):

Thank you, Mr. Speaker.

Looking at Section 1 and the census blocks, which are listed in -- well, that are listed from, I guess line 7 on. There are numerous census blocks and, as I understand these represent census blocks in Windsor Locks, Suffield, East Granby and Windsor, how were these particular census blocks chosen, if I may?

Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Yes. Through you, Mr. Speaker, those are chosen by both federal and state requirements at the commissioner's discretion. And they involve various elements both on the federal and state side that cover population, income and various socioeconomic analysis involving establishment of census track through

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federal and state guidelines.

Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker.

Would these census blocks represent in their entirety all four of those communities, or are there some parts of the communities that are excluded?

Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Yes. Through you, Mr. Speaker, parts of each community may not be included. It does not include all parts of each community.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker.

And moving on to lines 44 and 45 in Section 2, there's a discussion of an airport development zone. As I understand it is, this is relatively a new term.

In today's world, I don't believe in the state of

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Connecticut we have an airport development zone. My understanding is we have enterprise zones. Am I correct that this would be our first airport development zone? Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

That is correct. Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker.

And, again, in Section 2 my understanding is that in order to move forward the DECD must issue an eligibility certificate for an exception to be claimed. Is that not correct? Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Through you, Mr. Speaker, that is correct.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker.

Moving on to Section 3, as I understand it, that would provide a property tax exemption. It would extend a five-year enterprise zone exemption potentially for machinery and equipment if such personal property is installed in a manufacturing facility in this business, Bradley Airport Development Zone. Is that not correct? Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Yes. Through you, Mr. Speaker, that is correct.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker.

In Section 4, as I understand, refers to corporate tax credits. And as the proponent, the chairman of the Commerce Committee mentioned, it would provide various levels of credits based on the number of employees. Is that not correct? Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

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REP. BERGER (73rd):

Through you, Mr. Speaker, yes. Certain portions of that would -- the benefit of the tax credit would increase with the amount of jobs and/or criteria associated with the creation of those jobs. That is correct. Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker.

And just to clarify because I may have misheard something that the proponent mentioned earlier, but I just want to clarify it. There could be a ten-year 25 percent credit in this section or there could be a ten-year 50 percent credit, if at least 150 full-time employees or 30 percent of full-time jobs at the facility were held by zone or town residents, who qualify for federal job training assistance. Is that not correct? Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Through you, Mr. Speaker, that is correct.

DEPUTY SPEAKER O'CONNOR:

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Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker.

And continuing on in Section 5, which discusses the eligible businesses, not every business is eligible for this credit. Is the not correct? Thank you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Yes. Through you, Mr. Speaker, the commissioner will evaluate and will extend that if they meet the criteria listed within the municipality and enterprise zone. Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker.

And to go a little bit further in that, as I read the items that are eligible facilities, it seems that these essentially are related to maximizing the development of the airport, the airport area and they relate to either the manufacturing, processing or assembly for materials, parts or manufactured

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products, some research and development that's strictly related to manufacturing. Is that one of the categories? Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Yes. Through you, Mr. Speaker, that is correct. Though, that is the universe that would be addressed in reaching that criteria. It is a thought pattern that does not focus on retail, but solid manufacturing jobs that help the region both economically and income wise. Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker. This could also potentially include warehousing as it related to goods that would be transported either on aircraft either arriving or departing from Bradley. Is that not correct? Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Yes. That is correct, Mr. Speaker.

It also is in anticipation of the potential for commercial rail use through those towns with access to the airport, which would open up that area for economic development and revenue growth. Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker. And business services that would be specifically excluded by definition include stores, restaurants, car rentals and parking lots. Is that not correct? Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

That is correct, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker.

Continuing on into Section 6, the administrative process for administering this grant would be conducted by the Department of Economic and Community Development. Is that not correct? Through you, Mr.

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Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Yes, DECD would administer the credit. Thank you. Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

And as I understand it, to move forward with this, one of the things that would have to be shown is that the zone's incentives actually induce the businesses to acquire or develop the property that would qualify them for the grant and then also that the benefits would actually benefit the state. Is that not correct? Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Through you, Mr. Speaker, that is a correct assessment.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

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Thank you, Mr. Speaker. Now, there's been some confusion in this process because there may be some misinformation so I just want to clarify it as it stands right now because we don't want misinformation. Does this bill, as amended, if it were to become law, does this extend distressed municipality benefits to the Bradley Development Zone towns? Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Berger.

REP. BERGER (73rd):

Through you, Mr. Speaker, the answer to that question is no. But also in the way of an explanation why that is no. There was some confusion in the report, legislative research had issued, as far as a summary, and what the bill does and does not do. What the bill actually does is it extends the property tax benefits that the 17 enterprise zone towns received in the Bradley Development Zone. Those property tax benefits are paid from the General Fund distressed municipality account, which may be a reason for the confusion. Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

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REP. BERGER (73rd):

This does not extend -- if I could just proceed further, through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Please proceed.

REP. BERGER (73rd):

This does not extend to these towns all the benefits that the 25 distressed municipalities receive, nor does it define them as distressed municipalities. Through you, Mr. Speaker.

DEPUTY SPEAKER O'CONNOR:

Representative Alberts.

REP. ALBERTS (50th):

Thank you, Mr. Speaker and I thank the gentleman for his responses.

As I understand this bill that is now before us, what you're trying to do is capitalize on many of the initiatives we've already voted on in his General Assembly session to create and grow jobs in the state of Connecticut. This bill specifically targets the Bradley Airport, as a potential site for growth opportunities and this bill, as amended, that's before us, would essentially leverage the dollars that are available in these tax advantage situations to make it

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possible for growth to take place and to expand
business in the state of Connecticut.

And for that reason, Mr. Speaker, I'm pleased to
be able to support this bill now amended and I urge my
colleagues to do it as well. Thank you.

DEPUTY SPEAKER O'CONNOR:

Will you remark further? Will you remark further
on the amendment before us?

If not, let me try your minds. All those in
favor, please signify by saying, aye.

REPRESENTATIVES:

Aye.

DEPUTY SPEAKER O'CONNOR:

All those opposed, nay.

The ayes have it. The amendment is adopted.

Will you remark further on the bill as amended?

Will you remark further on the bill as amended?

Representative Miller.

REP. MILLER (122nd):

Thank you, Mr. Speaker.

And I rise to support the new zone created at
Bradley International. It's -- I know in Manchester,
New Hampshire, which is a similar airport to Bradley,
the runways are very, very close in length. They've

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put a lot of businesses around the airport and it seems to attract more businesses as they go along.

So I think that this should be a big help for the region, bringing in some businesses and jobs that are badly needed here in Connecticut. It's a good opportunity for the whole region to succeed and I urge it's support. Thank you.

DEPUTY SPEAKER O'CONNOR:

Thank you, Representative.

Representative Baram.

REP. BARAM (15th):

Thank you, Mr. Speaker.

I, too, rise in support of this bill. I congratulate the committee members, who have worked long and hard on it. Bradley is our gateway to Connecticut and I think it's important that we strengthen the airport and the surrounding area to make it as strong and viable as possible.

This will not only help the contiguous towns, but it will be a benefit and a success for the state of Connecticut by creating jobs and attracting businesses and I urge its support. Thank you.

DEPUTY SPEAKER O'CONNOR:

Will you remark further on the bill as amended?

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Representative Sayers.

REP. SAYERS (60th):

Thank you, Mr. Speaker.

I rise in support of this bill. This is very important to the towns -- excuse me -- towns that I represent. Bradley International Airport has the potential to be an economic engine for the area. The bill is important in making a lot of that happen. The towns consider this an important part of future economic development and rather than jobs, such as parking cars that would pay nine dollars, we'll have much better jobs coming into the area.

I want to particularly thank Representative Berger and Senator LeBeau for all the work they did in making this happen. It's been a three-year struggle to get this bill here. And so I hope everybody will support it. Thank you.

DEPUTY SPEAKER O'CONNOR:

Thank you, madam.

Will you remark further on the bill as amended?
Will you remark further on the bill as amended?

Representative Rebimbas.

REP. REBIMBAS (70th):

Thank you, Mr. Speaker.

Mr. Speaker, I want to commend the committee for putting this amendment together. I think it shows a wonderful thought process and how important it really is to establish even new enterprise zones and bringing and creating jobs to the state of Connecticut. One of the concerns I do have. And I just want to make a note of it is as we are creating new enterprise zones we still have other enterprise zones and corridor areas of enterprise zones and developments throughout the state of Connecticut that are lacking in funding that need funding.

And I speak specifically of my district, 70th District that we have a development that's been entitled, Renaissance Place, for the past five years and we still have seen a lack of funding. So although I do appreciate the amendment and I think the amendment is very thoughtful and the committee did a wonderful job and we want exactly this job creation, I just want everyone to remember that there are also other towns in the state of Connecticut with pending projects and also a situation economically that needs this boost and stimulus, but also I do want to say that I will be supporting this amendment.

DEPUTY SPEAKER O'CONNOR:

Thank you, madam.

Will you remark further on the bill as amended?

Will you remark further on the bill as amended?

If not, will the members, staff and guests please come to the well of the House. Will the members please take their seats. The machine will be open.

THE CLERK:

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

Deputy Speaker Kirkley-Bey in the Chair.

DEPUTY SPEAKER KIRKLEY-BEY:

Have all members voted? Have all members voted?

Take your time.

Have all members voted? Please check the board to see that your vote has been properly cast. The machine will be locked and the Clerk will prepare the tally.

Will the Clerk prepare and announce the tally.

THE CLERK:

Senate Bill 107 as amended by Senate "A," in concurrence with the Senate.

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HOUSE OF REPRESENTATIVES

227
May 4, 2010

Total number voting	150
Necessary for adoption	76
Those voting Yea	149
Those voting Nay	1
Those absent and not voting	1

DEPUTY SPEAKER KIRKLEY-BEY:

The bill passes in concurrence with the Senate.

Will the Clerk please call Calendar Number 158.

THE CLERK:

On page 32, Calendar 158, Substitute for House Bill Number 5455, AN ACT CONCERNING THE MASTER TRANSPORTATION PLAN, THE TRANSPORTATION FACILITIES ASSESSMENT REPORT, THE CONNECTICUT PILOT COMMISSION AND THE CONNECTICUT MARITIME COMMISSION, favorable report of the Committee on Appropriations.

DEPUTY SPEAKER KIRKLEY-BEY:

Representative Guerrero, you have the floor, sir.

REP. GUERRERA (29th):

Good afternoon, Madam Speaker.

DEPUTY SPEAKER KIRKLEY-BEY:

Good afternoon, sir.

REP. GUERRERA (29th):

Madam Speaker, I move acceptance of the joint committee's favorable report and passage of the bill.

**JOINT
STANDING
COMMITTEE
HEARINGS**

**COMMERCE
PART 1
1-299**

2010

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February 16, 2010
1:00 P.M.

CHAIRMEN: Senator LeBeau
Representative Berger

MEMBERS PRESENT:

SENATORS: Crisco, Frantz

REPRESENTATIVES:

Alberts, Aresimowicz,
Gentile, Hornish,
Johnston, Mazurek,
Mioli, Morin,
Noujaim, Perone,
Stripp, Witkos,
Zalaski

SENATOR LeBEAU: The meeting has moved to the public hearing, and we have bills for review. First on our sign-up list today is Representative Karen Jarmoc.

Representative Jarmoc.

REP. JARMOC: Good afternoon.

SENATOR LeBEAU: Representative, welcome.

REP. JARMOC: Well, thank you very much for having me.

SENATOR LeBEAU: And Representative Sayers, welcome also.

REP. JARMOC: Representative Sayers is joining me as well. I hope that's okay.

We are here to speak in support of the Bradley Airport Development Zone. You have my testimony before you, and clearly this is an important project to the region close to where I represent. And we're asking for your -- and I know, Senator LeBeau, you've been very involved in this and asking for support of

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this legislation.

We also have a -- Steve Wawruck who's the First Selectman of the town of Windsor Locks and Tom Frenaye from the town of Suffield, if they would join us, please, to also provide their remarks and their support. Because you have my testimony, I didn't feel that it was necessary to read the -- to sit and read that in front of you. I'd be happy to answer any questions if you have them.

REP. SAYERS: If you may, my understanding is that there has been some concern around the fiscal notes and some of the parameters of this bill. And going forward, just to let you know, that we will be working on those problems. We'll be working with the OPM and the Office of Economic Development to ensure that when the final bill is drawn up that all those areas will be addressed.

SENATOR LeBEAU: Thank you, Representative.

REP. SAYERS: Is it -- is it are --

SENATOR LeBEAU: I look forward to working with you on this bill as we have in the past.

REP. JARMOC: Senator LeBeau, is it okay if we give First Selectman Steve Wawruck an opportunity to say a few words?

SENATOR LeBEAU: We'll -- we'll let him -- kind of let him cut the line.

REP. JARMOC: Okay. Thank you.

STEVEN WAWRUCK: Thank you very much. Dear Chairpersons and Commerce Committee, the four towns --

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SENATOR LeBEAU: Could you please identify yourself for the clerk.

STEVEN WAWRUCK: I'm sorry. Steve Wawruck --

SENATOR LeBEAU: Okay. Thank you.

STEVEN WAWRUCK: -- First Selectman, town of --
town of Windsor Locks.

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The four towns come before you today in a concerted effort to stress the importance of this bill. We believe that Bradley International Airport, if it really is truly the economic engine of the region, that we should embrace the establishment of a developing zone so we are postured to move in a positive direction as we come out of one of the worst economic spirals of our time.

The airport serves the gateway to New England, and with favorable review, this bill, the region as whole, will benefit. There are approximately -- some of the competitive advantages for economic development are as follows: There are approximately 2,000 acres of developable land in industrial zones within the four surrounding towns as a whole. The area yields immediate access to Interstates 91 and 84, linking to Interstates 90 and 95.

Bradley is congestion free, in comparison to Logan International in Boston and JFK International in New York, and barely -- and very rarely experiences weather related service disruptions. Bradley International is located a mere 15 minutes from downtown Hartford and 20 minutes from Springfield. The four towns have streamlined their approval processes for development and have strong pro-business attitudes.

There are currently over 2,000 hotel rooms and conference facilities in the immediate area. The area is already host to Alstom Power, Hamilton Sunstrand, Konica, Ahlstrom, Nufern Fiber, Walgreens, ING, and Westinghouse to name a few world class companies.

In closing, we believe that an enactment of this bill will be the single most important piece of legislation to ensure that Bradley International Airport will live up to the reputation as the economic engine of Connecticut. Thank you for your time today.

REP. JARMOC: So again, Senator LeBeau and Representative Berger, thank you very much for allowing us to be here and to support this important legislation. Again, I have my remarks submitted to you.

Also, the Department of Economic and Community Development has expressed some concerns, but we have their commitment to work with us moving forward on this legislation. And I don't know if you have any questions.

SENATOR LeBEAU: A preliminary reaction to both OPM and DECD have expressed some reservations regarding the fiscal impact of this -- of this bill. Do you have any -- any reactions at this point regarding their critical nature of their remarks?

REP. SAYERS: Senator, having not seen the written statement --

SENATOR LeBEAU: Okay. That's fair.

REP. SAYERS: -- I'm not really clear where the fiscal concerns are. But, as I indicated, we'd be very happy to work with them going forward because we feel this is really

important for the region and that the fact that it will create jobs and improve the economy would offset any fiscal costs at this time.

SENATOR LeBEAU: I guess one of the, you know, just making a quick look at the -- and I -- a little bit adverse to interpreting, but it would seem to me that maybe one of the reasons that -- first of all it's being -- DCD compares this development zone to an enterprise zone which is -- which is not.

The idea here is that this would be a new kind of development zone with the idea of spurring economic development in an area which is unique to the state of Connecticut.

We have only -- we only have one Bradley International Airport, only one major international airport in the state and it has tremendous potential for economic development.

But it would seem that there seems -- maybe looking at this is kind of being unfair to other communities perhaps, because of the tax breaks that would be inherent and that the paying back those communities for tax abatements or a partial pay -- payment, would you want to -- like to react to that?

REP. SAYERS: Well, I think what's important is to recognize this, this is the only airport of this size in Connecticut, and it is the second largest airport in -- in the New England area. And it is already home to a number of trucking concerns. And with the State moving forward to improve the rail lines and rail access to this area, I think it's really important that if we're going to really enhance this region for economic development, that we do do something like this moving forward.

I think because the strategic placement of it in the north central corridor, where there has -- it's really been slow in the past in terms of economic development. We haven't had it -- that in -- that other areas of the states have had. We haven't had the same growth.

The fact that we have 26 institutions of higher learning that have all been working to ensure that we move forward with the rail line enhancements and other areas that are willing -- and ready willing and able to provide people with the job skills that they need for any future employment, I think that this area is really well set for this. And I think that because of the size and the -- of the airport that makes a difference compared with other airports in the state.

SENATOR LeBEAU: Thank you, Representative.

Any further comments?

Representative Noujaim.

REP. NOUJAIM: Thank you, Senator. Good afternoon. Something happened -- obviously, we are all advocates of our airport. It's the only major airport in Connecticut.

Way before I was elected, back in 1999, something happened because I was looking to book a flight. I was checking prices, and I received a price from an airline flying out of Bradley. At the same time, I received a price also from an airline flying, same airline, flying out of Westchester. And the price was like half going out of Westchester County.

So I wrote a letter at the time to the airport

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manager, and I asked a question. I contacted the airport, asked for his name, and I wrote a letter. And I asked the question as to why the airfare would be much higher coming out of Bradley's rather than other airports. Obviously, I never received any response anyway.

But recently, just about three months ago, I was also flying. I did the same thing. The tickets from Bradley was \$317; out of Westchester it was 160. Same airline, almost the same schedule, to the same destination. I just would like to know why is it -- and perhaps the first selectman may shed some light on it -- that our airport is so much more expensive than other airports to fly out of, and if this bill would help, probably, to reduce the price for airline tickets going out of Bradley's. If that is the case, I think that would be really great. But right now, Bradley is an expensive airport. As a matter of fact, it's funny how history repeats itself.

There is a front page article in the Waterbury Republican American today talking about 1.9 million flyers flying out of Westchester county last year, and half of them were Connecticut residents. That should not be. Those flyers should be flying out of Bradley's, but, obviously, cost has become a factor in this. And I would like to have you comment on it. I would like you to know this fact, because it's very important for -- for you to be aware of it.

REP. SAYERS: Representative Noujaim, I will tell you that last year we had a bill that encompassed, not only this Bradley Development Zone, but also the governance of Bradley. And one of the things that is problematic at

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Bradley is how we do marketing, how we bring in flights.

And because it's part of the Department of Transportation, which in some ways does an excellent job, but in other ways, because it's part of a bureaucracy, it makes it a little bit more difficult. We aren't always able to provide the same incentives. And sometimes, airlines do that, in terms of some of the smaller airports that can be more competitive. This year, because the bill for the governance of Bradley has been separated out and this bill is coming through the Commerce Committee, it really would not -- this bill will not address those concerns in any way. And I think Rep -- Selectman Wawruck had a few comments as well.

STEVEN WAWRUCK: As far as the nuts and bolts of pricing for the airlines, I'm not privy to, you know, the cost differentials. I'm newly appointed to the Bradley Board of Directors. I don't take my seat until Thursday of this week, so that is one of the questions I'll be asking.

As a former member of the Connecticut Air National Guard, I remember some of my counterparts going into T.F. Green to fly out of there on Southwest Airlines before Bradley had Southwest as a carrier as part of the overall airport structure. And I know since then, since Southwest has come to Bradley, that some of the pricing has, you know, come back into line.

As far as your specific -- I don't know what airline it was, and I would only be remiss if I, you know, was to speculate as to why the pricing differential.

REP. NOUJAIM: But I think now what we did is we raised the point. And seeing that you will be a member of the board of directors -- and good that the meeting will be this coming Thursday. Probably it would be an opportunity for you to start asking those questions and find out. Because, obviously, we want our business, the business of the people of Connecticut, to stay in Connecticut rather than going elsewhere.

STEVEN WAWRUCK: And I agree with you wholeheartedly. As a lifelong resident of Windsor Locks, and always hearing that Bradley is the economic engine, I look at Bradley almost like the University of Connecticut. That's your flagship for the university system here in Connecticut. That's what Bradley should be.

It should be the flagship for all the other airports, and it should be, as the second largest airport, it should be the prime mover of Connecticut residents.

SENATOR LeBEAU: Thank you, Representative.

Representative Aresimowicz.

REP. ARESIMOWICZ: Thank you, Mr. Chair. And not to be -- I'm not compensated by Bradley, but just be careful with what you think you might be saving over in Westchester.

A true story, my mother was due back in there at 10:00 at night one night, got delayed. The airport closes at midnight. She ended up getting turned around, going back to Philadelphia, had to pay for a hotel room out of her pocket. So where she thought she was saving money, she didn't save any money at all because she had to pay for the hotel back in Philadelphia because the airport closed.

So I think it goes under the old adage, you get what you pay for. I think we have a first-class operation up in Bradley. Can we make the improvements? I think we can. But, you know, don't always go with the lowest cost for everything because, in the end, sometimes you exactly get what you pay for. Thank you.

SENATOR LeBEAU: Thank you, Representative. And I would just like to point out, as you pointed out, that the third bill on the agenda, Senate Bill 109, An Act Concerning the Bradley Develop -- Bradley Board of Directors, has to do with the governance of Bradley, Representative Noujaim, and that that may have something to do with the price structures that we have, the differences.

I -- I've heard that story, not so much about Westchester, but about Green and better prices at Green. And people in the, I mean, you might, you know, if things -- all things being equal, we're going to lose some people from the state of Connecticut at the southwestern corner of the state.

We're probably going to lose some in the eastern portion of the state to Green. Well, we should be picking up the vast majority of the Connecticut traffic. And I know some folks who, both flying in and flying out, have gone to Green because of better -- better pricing. And that's something that we can look at in terms of the Bradley board of directors being -- trying to be more competitive and trying to, you know, possibly be able to look into that as an issue, Representative.

REP. NOUJAIM: Thank -- thank you, Mr. Chairman. I would like to hear more about this as we go

forth. And please accept my apologies. I have a meeting in the Labor Committee now, so I just have to go to the Labor Committee for a meeting.

REP. BERGER: You can stay here if you'd like.

REP. NOUJAIM: I would love to, believe me. This will be -- I think this will be more pleasant.

SENATOR LeBEAU: I'm sure the chairs of the Labor Committee would love you to stay here.

REP. NOUJAIM: Yeah, I know.

SENATOR LeBEAU: Representative, thank you very much. Good to see you.

Further questions?

Representative Johnston.

REP. JOHNSTON: Thank you, Mr. Chairman. As I look at this language, I don't if one of you would be in a position to kind of walk me through Section 5 of the bill. It looks like we're giving the Bradley Board of Directors -- language says that they may contract for the Connecticut -- with the Connecticut Center for Advanced Technology to help manufacture and technology-based businesses.

Is this something that, it seems to me, they would be able to do now? And I'm just curious why we have to, through legislation, give permission to that.

And the second part of 5 is apply for financial assistance. And I'm not sure who they're applying for financial assistance to. And then again, there, two other parts, obtain job-training services and obtain job-training

services from other training providers. And again, is that something that Bradley is not able to do now without legislative approval?

REP. JARMOC: Representative, I apologize. We don't have the actual bill in front of us. I know, Senator LeBeau, you've been involved in this. I don't know if you have the bill in front of you.

SENATOR LeBEAU: I'm looking -- I'm looking at the bill. We'll look into that, Representative Johnston.

REP. JOHNSTON: You got it. And if as we go forward, if you have any thoughts on that, and I didn't realize that you didn't have that, the version that we're looking at in front of us, so I hold those questions until later, Mr. Chairman.

SENATOR LeBEAU: The one --

REP. JOHNSTON: And the vice versa, as you get some more information on that, I'd be interested in some of those responses.

SENATOR LeBEAU: You know, and I -- my preliminary response, Representative, is that, yes, they could do this. This is kind of directing them and kind of saying, this is a great group of people who have received many -- just received about \$38 million in federal grants over the next three years.

In some of these areas of job training and -- and other areas that are mentioned here, and there's a great -- we're -- we're so much better off if we can overlay our state efforts with efforts that are taking place in the federal government and get maximum leverage of the dollars that we're putting our there.

So I think that that was what the intent of this section was, just to try to clarify that at this point.

REP. SAYERS: And, Senator LeBeau, if I might add, yes, that does happen currently, Representative Johnston. And what would -- what, hopefully, what -- by putting that information still in the bill, that there's better sharing of information. As so often happens here, is that sometimes things happen in a silo. And there's not that sharing. And people aren't aware of the benefits that are out there and how to access those benefits.

And by having that information in the bill, it identifies that as a resource. And I think, going forward, it will be very helpful in making sure that anybody that wants to enter into this development zone will have the opportunity to access that.

It does happen very much so, especially, I know with the Asnuntuck Community College.

REP. JOHNSTON: Mr. Chairman, a follow-up question on that.

SENATOR LeBEAU: Go ahead, Representative.

REP. JOHNSTON: Does the Bradley Board of Directors have an opinion on, if this language moves forward and that word "may" turns into "shall" of whether they would be supportive or nonsupportive of that word becoming "shall" as opposed to "may"?

REP. SAYERS: I think, Representative Johnston, there's no one here from the Bradley Board of Directors right now. Selectman Wawruck is going to start on Thursday, but he's not

currently a member.

REP. JOHNSTON: You bet. And as we move forward that this committee might be -- I would say, I'd be interested in that, because it seems that, you know, that as bill move and evolve, that may come up. And I think that would be helpful to us to understand the thoughts of the board of directors, if indeed that happens. Thank you.

REP. SAYERS: Right. And if I might add, there -- someone is going to testify from the Bradley development group that is currently -- a lot of the business is around Bradley, and they are going to be testifying in favor of this because they see that as a good opportunity for further economic development for them.

SENATOR LeBEAU: Thank you, Representative Sayers. Thank you, Representative Johnston.

I -- and I would agree. I'd love to hear from the Bradley board. I don't know if they're not so much in a position where they could actually speak with one voice. I'm just not sure they can do that. It would be interesting to hear from any members, actually, from the board to see what they feel about both these bills.

Any further testimony? Further comments?

Thank you very much for being here today.

REP. BERGER: Just a -- excuse me, Senator. Just for the record, please. We need -- Representatives, we need the two individuals to again state their name, and also -- well, actually, if you could just come over to the clerk. We just need your full names and spell them out for the -- the testimony. Thank you.

SENATOR LeBEAU: Thank you, Mr. Co-chair.

Next up, Senator John Kissel.

Welcome, Senator Kissel.

SENATOR KISSEL: Good afternoon, Chairman LeBeau, Chairman Berger, ranking members Frantz and Albert, and esteemed members of the Commerce Committee.

Brings me back to once upon a time when I served with most of you on this committee. And it's a great committee, and it's very pro-business and very farsighted in trying to look towards the future of the State of Connecticut. And, clearly, I applaud your efforts. We need them now more than ever.

I know the previous panel had gotten up and spoken about Senate Bill 107, the proposal to create the Bradley Development Zone. But let me give you my two cents, also in very strong support of this.

First of all, as the State Senator for the 7th District, I represent all of the towns that are involved in this particular zone, and particularly, East Granby, Windsor, Suffield and Windsor Locks. But I would suggest that, not only would the entire North Central Connecticut area benefit by this proposal, but that the State of Connecticut would as well.

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To Representative Johnston's comment, would the "may" turn -- would I be supportive of the "may" turning into a "shall," I -- I absolutely would support that.

Quite often, in my 18 years now serving as a state senator, while we give permissive

language to our various state agencies to do things, quite often, unless we write it in statute to direct them to do things, quite often things get lost in the shuffle.

At the outset, I want to thank, specifically, Senator LeBeau for this initiative. Very similar proposal to Senate Bill 154 that passed the Senate last year. Unfortunately, it wasn't acted upon by the House of Representatives. It's my belief that that took place, in part, because it was conjoined with that other proposal that had to do with the governance of Bradley. There was some opposition by the Department of Transportation. But I didn't really encounter an awful lot of opposition regarding this aspect of passed Senate Bill 154.

Regarding your question, Senator LeBeau, OPM's concerns and Department of Economic and Community Development, I would suggest -- and it's not just because I'm partisan because I represent the four towns that surround Bradley International Airport, but my researchers have indicated that Bradley International Airport is an economic engine that generates \$34 billion worth of economic activity for the State of Connecticut on an annual basis. Also, my research staff has indicated to me that jobs directly related to the activities at Bradley International Airport number approximately 140,000. So, unlike other areas where we're trying to grow jobs from the ground up, we have a huge economic engine right here, a very short distance from where we're speaking right now, and, primarily, in the town of Windsor Locks.

And so, I'd be more than happy, should this committee see fit to move this bill forward, to work with you, to work with all members of

this committee, to sit down with Secretary Genuario, to sit down with the folks from DECD, and make the case that this is an incredible opportunity for us. We have got to be farsighted as a state. We have an aging population. We have the greatest number of young people between the ages of 18 and 35 that leave our state.

Well, it's about time that we get our arms around some of those assets, and I view Bradley International Airport as a crown jewel. And we need to utilize that as a catalyst to the greatest extent possible.

And so, for those reasons, I strongly support the proposal. I'd like to commend each and every one of you for the hard work that you do. And I'd welcome any questions, should there be any.

SENATOR LeBEAU: Thank you, Senator Kissel, for your kind words. And I agree with you entirely about the substance of your -- of your testimony.

SENATOR KISSEL: Oh, and I'm sorry. I forgot one thing. I would also like to thank Senator Frantz. He's been a champion regarding Bradley International Airport as chairman of the board of directors and working with us on this bill last year as well.

SENATOR LeBEAU: He has. And I appreciate your -- I very deeply appreciate your willingness to work on this going forward. I think this could be a very important piece of legislation that we can -- a bipartisan effort on this year to get through, both this committee, the Finance Committee and the floor of the House and the Senate, and so -- to bring this to fruition and to use, as you said, a base that

already exists to grow even more jobs, more economic activity for the State of Connecticut, and particularly, North Central Connecticut. And not just be -- is it the 5th Senate District -- senate district?

But it's not about your senate district. And John, and everybody here knows that. It's -- this is about the state. And it's about what's good for the state. And you're lucky to have Bradley there, and we'll try to move this bill forward.

Senator Frantz.

SENATOR FRANTZ: Thank you, Mr. Chair. And I want to thank you for the kind words. But you've been a champion and you've been representing that area for much longer than I was ever involved with the airport. And I was there, I think, seven and a half years or so. So your commitment to that entity is notable and impressive. And I know you're going to continue to support it in any way that you can.

It's an interesting economic development asset for the State of Connecticut. And when you say the amount \$34 billion, it's worth repeating. The way that methodology occurred in that study was that if you took Bradley Airport out of existence, what would the economic damage be to the State of Connecticut? And they also extended it to the surrounding areas within the region as well.

But just within Connecticut, \$34 billion, that's with a "b", billion dollars, and it's 140,000, plus or minus, jobs. There's a little bit of a black science involved in doing this kind of analysis. But -- and the one before that was done a very different way,

at \$4 billion. So somewhere in between is probably the real number, and it fluctuates.

In order for this to work going forward, for the benefit of the State of Connecticut and all the younger people that could be working in entities, businesses that would presumably set themselves up in this Bradley Economic Development Zone, a lot of things have to fall in place. And so I'm glad we're having that conversation today in the deep, dark part of the greatest recession that we'll ever see in our lifetimes.

So that, longer term, we're virtually guaranteed, if not literally guaranteed, a much better, brighter future for, not only the industries that are related to airports, but the ones that might not be, but could also benefit from being close to an airport.

We've had such great success in the state of Connecticut in aerospace and manufacturing, in particular, more recently in engineering and some of the higher end work that engineers do in the state of Connecticut. A ton of work goes to Airbus and their A380 program, which I wish was doing better, but nonetheless, it's a testament to the competency and the high educated level of our workers here.

The airline industry has to recover. It has to be doing well for Bradley to do well. The economy has to be semi-decent up here. If you start losing population for a variety of other external reasons, it's not going to help the airport's cause.

Putting in a development zone, such as the one outlined here, yes, it's expensive. And it may not make the cut this year, who knows. Maybe it will get scaled back a little bit.

But I'm really, really happy that we, as a committee, are looking at this, and hopefully it will hit both chambers and -- and be signed into law.. Maybe a slightly different form, but this, this will undoubtedly be one of the best things could happen to the region.

And, in addition, the other bill -- I think it's 107 -- the governance bill is another important one, because that asset is absolutely one of the most important, vital, economic, as well as other -- for other reasons, assets to the State of Connecticut. In needs to be run as smoothly and independently as possible from the same-old-same-old bureaucratic system. DOT does a terrific job, but it still can be run more like a business, more independently going forward. That's what that bill is all about. And so I have high hopes for that one as well.

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So keep in mind that Bradley does have this great potential. It's getting there quicker and quicker these days, but it does have a long way to go with the assistance of these two bills here. I think that -- I think we stand a much brighter, more sanguine future for the airport.

So one final question for you, Senator. If you were king of the airport, what would you do? No board of directors involved, no DOT. What would you do to improve the airport? You do know it well. You've been involved for quite some time. What would you do?

SENATOR KISSEL: To be very honest, one of the first things I'd do is just to make it a little bit more user friendly. I mean, as somebody who's flown in and out of Bradley International Airport, it's a beautiful facility, but depending on the time of day

- that you arrive, it's a ghost town.

There's not an awful lot of economic activity in the facility itself. Also, it's -- it's a little far away from the hub of the activity, which is Ella Grasso Boulevard there, the stretch where most of the commercial enterprises are, whether it's rental cars or restaurants or things like that.

I think that we also need a better campaign. You know, you can turn on your television and you can see ads regarding tourism from Virginia, North Carolina, all over the place. We need to promote ourselves, in some respects, to our ourselves. And so I think that the airport itself needs to have a better outreach, not only statewide, but actually, locally. For example, all of you have chambers of commerce in your districts, and you know that some businesses are very active in those chambers and they do outreach within their community over and over and over. And they're just great public citizens.

The airport itself is fairly quiet. As someone -- I mean, I read the Courant. I read the Journal Inquirer, the Thrifty Reminder, the Enfield Press, you know, the Suffield Southwick Advertiser News, all of those papers. The activities regarding Bradley International Airport are maybe on page 18, once every three months. I know there's a lot more going on there that we can be proud of. And so they need to raise their visibility and really champion the fact that they are this huge, economic catalyst.

Indeed, you know, we have employers that may have two, three thousand employees, and they may generate a hundred million dollars in gross revenues, and we know who those folks

are. Those are -- those are businesses that we will nurture and care for, especially if they're in our districts. But we know those big employers, and we know even the more modest size ones in our district. Right? Even if it's a mom-and-pop, we know about them.

And yet, Bradley International Airport, with all the employees that work there, with the \$34 billion that it generates on an annualized basis, and 140,000 jobs -- and, you know, I would say this, one of my concerns is, looking at the State's deficit going forward, occasionally there is banter in this building about selling off the airport and trying to get a short-term gain and disposing of what I characterize as one of our crown jewels. That would be such a huge mistake.

So I think trying to utilize, again, as you suggested, Senator Frantz, private business principles, yet within the public sphere, holding on to that asset, never letting it go. But maybe, unleashing it a little bit to go and work a little bit more like the private enterprise, I think that we have not yet even begun to see how powerful that could play out.

And so, somehow we need to sort of let them have a little more free reign. Give them a little bit more funding to generate that buzz, that -- that catalyst of activity, so that we, in the state of Connecticut, realize what we have.

And right now, I just think, you know, it's like a great thing. It just doesn't have the visibility that it really indeed should have -- if I were the monarch of the airport.

SENATOR LeBEAU: The monarch. The monarchy.

Bradley monarch. It's got a nice ring to it.

Well if, statutorily, you could serve on the board of directors, I would nominate you with that kind of passion and enthusiasm and institutional knowledge. It's a great answer, and I think it's something we should all be aware of as a committee in ushering this bill forward, hopefully, to successful passage further on down the road.

Thank you, Mr. Chairman.

SENATOR KISSEL: Thank you, Senator. You're very kind.

SENATOR LeBEAU: Thank you, Senator.

Any further comments or questions from members of the committee?

Thank you very much, Senator.

SENATOR KISSEL: Thank you all so much.

SENATOR LeBEAU: Next up will be Marie O'Brien and Tony Roberto.

MARIE O'BRIEN: Good afternoon, Senator LeBeau, Representative Berger, members of the committee. My name is Marie O'Brien. I'm president of the Connecticut Development Authority. And with me is Tony Roberto, our chief operating officer.

SB108
SB110
HB5115

We're going to speak to the three bills before you that have to do with the Connecticut Development Authority. And first, my apologies. A written testimony will be available to you this afternoon.

In commenting on the three bills, one

Thank you, Mr. Chairman.

TONY ROBERTO: Thank you, Senator.

SENATOR LeBEAU: Any further comments or questions?

Thank you, very much for coming today and answering our questions.

MARIE O'BRIEN: Thank you very much.

SENATOR LeBEAU: Jim Hayden First Selectman of East Grandberry -- Grandberry. East Granby. Looks like Mayberry. I'm sorry, Jim.

JIM HAYDEN: Good afternoon, Mr. Chair. Thank you for the opportunity. First of all my name is Jim Hayden. I am the first selectmen of the town of East Granby and also representing the Bradley Development League as its president -- and to speak strongly in favor of Raised Bill Number 107, establishing a Bradley Development Zone.

The -- just to give you a little background on the Bradley Development League. The four Bradley Development League towns of East Granby, Suffield, Windsor and Windsor Locks started working together in 1995. We knew what regionalism was before it became a cool buzzword, and we've been actually working in the last 19 years, 20 years towards that sort.

The -- as part of the package today, I've included a map of the proposed zone, background information provided by the BDL, a marketing brochure and letters in support from over a dozen individuals and local officials and business owners in support of the project.

Bradley International is Connecticut's

flagship commercial airport and New England's second-largest airport. We firmly believe that the Bradley Development Zone will help create new jobs, attract new capital, increase tax revenue to the State and municipalities in the region.

While Bradley certainly is currently an economic development agent, it has not reached its full potential. As the author of the Gallis Report, December 1999, states, Bradley potentially is the most significant facility influencing Connecticut development within the new Atlantic triangle and how the state and the Hartford/Springfield metropolitan region connect to the North American continent and to the world. So Bradley isn't just the airport next door. It's a pretty significant economic driver and can be better.

SB 107, through a combination of economic development incentives, through town abatement, say, ten year corporate business tax for credits receiving property tax exemption and a sales tax exemption for machinery replacement, will help drive development.

We are more than willing and look forward to the opportunity to work with the OPM and DECD regarding their concerns on the economic and fiscal impact. The -- for example, there could be a consideration of pushing out the incentive for a couple years. Also fiscal impact could be tied to new revenue being generated by new or existing businesses. So we certainly look forward to the opportunity to work with folks regarding that.

The airport has many esteemed corporate partners already. And we want to have a lot more, which will -- SB 107 will allow

continued economic element on over 2,000 acres of undeveloped land in the four towns with access to a major interstate highway system.

On behalf of the Bradley Development League and the town of East Granby, I ask the committee and the Legislature pass this bill during the current session. We believe that 107 will proactively produce jobs, capital investment, generate state and municipal tax revenues and certainly a benefit to the area and the entire state of Connecticut.

Thank you for your time and consideration.

SENATOR LeBEAU: Thank you, Jim. Thank you for putting together this, a very, very comprehensive package with the letters from businesses, chambers of commerce and others who would be affected.

Also, I'd like to point out to the members who are here, the math that you put together, which actually shows the zone -- and I think it's sometimes hard when you -- if you read the bill, it has the census tracts listed by number. You kind of go, bub-bub-bub-bub. What does that all mean?

And then when you look at this, say, okay. Now that makes sense. Especially when you can see the airport right in the middle of that zone and you can see how it affects the four communities that directly.

So I just want to commend you on a fine bit of -- a fine presentation here today.

JIM HAYDEN: Thank you, Senator. And I was brought up and raised -- my mom always told me a picture was worth a thousand words.

SENATOR LeBEAU: It's absolutely true. Helps me.

Representative Hornish.

REP. HORNISH: Thank you, Mr. Chairman.

First Selectmen Hayden, I want to thank you for coming out here today and for providing all this information for us, including the lovely map, and appreciate your efforts at supporting this legislation, which I'm in full support of. Thank you.

JIM HAYDEN: Thank you, Representative.

SENATOR LeBEAU: Any further questions or comments?

Just one more thing, Jim. Just it's a great quote from the Gallis Report also. I hadn't seen that quote before, but it really summarizes the potential, and in a sense the lost potential if we don't take some action or slow -- how we might have slow growth versus a faster growth in this area and achieving the potential that the Gallis Report really points out to us.

JIM HAYDEN: I agree, Senator, and I think the area is poised to go to the next level and this bill will certainly help us get there.

SENATOR LeBEAU: Thank you. Thank you, Jim.

JIM HAYDEN: Thank you.

SENATOR LeBEAU: We have a public section of our testimony today. First up is Eric Brown from CBIA.

Good afternoon, Mr. Brown. How are you today?

ERIC BROWN: I'm doing well. Thank you.

(Inaudible.)]

SENATOR LeBEAU: Good.

ERIC BROWN: -- distinguished members of the Commerce Committee. My name is Eric Brown. I'm an associate counsel with the Connecticut Business and Industry Association. And I'm here to thank you for raising two bills, SB 107 and SB 109, dealing with the Bradley International Airport.

I'm not sure why I was inspired to do so, but when I started writing the testimony, I decided for some reason to look up the definition of "commerce," where I found that it said that it is the exchange of buying and selling of commodities on a large scale involving transportation from place to place. And it occurred to me that I can really think of no other state asset more integral to facilitating Connecticut's participation in national and international commerce than Bradley International Airport.

That alone merits us doing everything we can to make this a first-class airport, but beyond that, as people have said today, there's an enormous potential for this airport to bring wealth to Connecticut.

Now I heard the statistics that Senator Kissel raised, and I'd be interested perhaps talking with his staff. I may have interpreted things differently, but the statistics that he mentioned, I took from a DECD 2005 report that, as I understand, it was looking at a potential average economic generation over the 20-year period following 2005. That again, being \$34 billion in economic activity, representing \$11 billion in income for residents and nearly 140,000 jobs.

But the latest data I was able to find is from 2008. And I do cite to these in my written testimony, which indicates in 2008, the '8 report, we were at 4 billion rather than 34 billion in economic activity, 1.2 billion in wages compared to 11 billion, and about 18,000 jobs compared to 140.

So I raise these because, at least if I'm understanding these studies correctly, it emphasizes, yes, it's a big engine now, but it has enormous potential to go far beyond where we are at this juncture.

CBIA continues to agree with the conclusions of the 1999 Skipple Report studying Bradley and comparing its governance to other types of airports in the country, and indeed the world. And it recommended that Bradley's competitiveness will be enhanced by structuring Bradley as a business focused on return on investment.

In 2001, the Legislature created the Bradley board of directors, which was a very important step in the right direction towards bringing a more private-sector-oriented approach to the operations at Bradley. Now is the time, though, to take additional steps and both of these bills, 107 and 109, look to do that.

109 would broaden the authority of the board and would respect the hiring management employees, approval of significant contracts and streamlining competitive bidding.

We've heard a lot of testimony about 107. I understand that the language on that is perhaps not perfect, but on the other hand, I would caution in terms of thoughts about modifying the language, as I -- was referenced

earlier, this basically tracks the language of -- these two bills basically track the language of 154 from last year, which was approved by five committees, including this one and the State Senate.

So obviously there must be a lot of good and a lot of consensus in there, and hopefully any changes will be done in a very open way to make sure that, you know, nobody sort of loses -- we don't lose support that we had for the bill last year.

In short, and especially in a bleak economy searching for growth engines to carry our State to greater prosperity, we urge you to again support these measures and work with the Governor and legislative leaders to get them passed in both chambers.

Thank you very, very much for the opportunity to comment and for raising these bills in this committee, and I'd be glad to try and answer any questions if there are any.

SENATOR LeBEAU: Eric, thank you. Good to have you here today. And again, good testimony on the definition of commerce -- very connected to transportation.

I would like to ask one question. You specifically stated that Bradley remains one of only two state-run airports in the country. Do you know what the other is?

ERIC BROWN: I don't. You know, I was anticipating the question. I did not have the time to research it. And again, I would say, you know, I probably should have put our understanding is -- I mean, that's the point.

This business is so fast changing, the airline

business and the airport, it's so competitive and so fast changing. That's part of the reason we need, you know, Bill 109 to have a board of directors and a structure of Bradley that can react quickly and not be burdened by, you know, some of the time-consuming demands of being a more government-run operation.

So I don't know. I'd be glad to find that out for you and, in fact, confirm whether that is still the case. But (inaudible).

SENATOR LeBEAU: I'd appreciate that because I always said there were four. I had read there were four. But again, as you point out, it's fast-changing --

ERIC BROWN: Right.

SENATOR LeBEAU: -- and it may have dropped two. And that's why I was wondering what the other one was.

ERIC BROWN: I'll look (inaudible).

SENATOR LeBEAU: I appreciate that, or if you could find that out. Interesting testimony, particularly on 109 also. And we will follow your direction here. We'll be very careful in changing the language without trying not to lose any supporters, and gain supporters. And you know how that is.

ERIC BROWN: Right.

SENATOR LeBEAU: Representative Johnston -- oh, excuse me. I'll go to Representative Johnston first and then (inaudible).

REP. JOHNSTON: Thank you, Mr. Chairman.

Eric, did you have a chance to see OPM's

testimony on Senate Bill 107? In it Secretary Genuario --

ERIC BROWN: I did not.

REP. JOHNSTON: -- is opposed to it, and one of his -- a quote from it is: Whatever the merits of the proposed tax credits and municipal reimbursements proposed in this legislation, we simply cannot afford them at this time.

I guess my question to you is, considering that and looking at the evidence in past years when we've been short on revenue and over on expenses, one of the unintended consequences of businesses in this state has been legislation which add a temporary surcharge on all businesses, on all corporations. And based upon the secretary's comments, and if indeed it's more than we can afford at this time, do we not possibly run the risk of further increasing what might be a temporary surcharge for helping out this Bradley area and then us having a detrimental effect on other businesses across the state?

ERIC BROWN: Well, I did not hear the secretary's testimony, but we're certainly sensitive to that perspective and not, frankly, wedded to tax policy, at least this year, necessarily being the vehicle, but there are other things.

I mean, I sat with, now, Senator Frantz, through many a Bradley Board and Transportation Strategy Board meetings, where it's been rather frustrating to hear how the impediments to growing business is in the Bradley area.

You know, not that any concern is invalid, but when there are, for example, environmental

studies that can take years and, you know, people that are interested in developing, they come to Connecticut and they hear about how long things can take, how open-ended and uncertain the outcome is.

You know, there may be some opportunity for in this zone to, you know, for streamlined permitting or, you know, other expedited approval process. Maybe, you know, depending on where things go with the budget, maybe this, you know, this is a difficult year to put in some kind of tax incentive. But I like the idea of having the zone and exploring a variety of options perhaps for an incentivizing development in that area.

REP. JOHNSTON: Thank you for the response. And it's helpful as we go forward through this process if there are -- if at the end of the day, the fate of the bills rests upon the economic situation, it doesn't go forward.

If there are other sections in there, or other language in there, that gets at a zone to create some efficiencies maybe that don't -- that others might not perceive as having the same unintended economic consequences for the state as a whole.

That would be helpful, I think, to us as a committee, probably do the process moving through and actually becoming connected (inaudible).

So thank you for your comments and your help as we go forward.

ERIC BROWN: Thank you.

SENATOR LeBEAU: Thank you, Representative Johnston.

today.

ERIC BROWN: Thank you.

SENATOR LeBEAU: Sandra Johnson from MetroHartford Alliance.

Ms. Johnson, welcome.

SANDRA JOHNSON: Good afternoon, Senator LeBeau, and members of the committee. My name is Sandra Johnson. I'm vice president and director of business development, domestic and international for the MetroHartford Alliance. The MetroHartford Alliance is the Hartford region's lead economic development organization, and I lead the business recruitment retention expansion efforts for the region. I also sit on the Bradley Development League. And I'm here today to ask for your support of Senate Bill 107, AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE.

SB 107

I would like to first say that so much of the commentary that we've heard, I'm in total alignment with. As an economic developer, what I think is really key for us to know is that -- and to think about is that Bradley has the opportunity to bring in new revenue, new money, not recirculated money. Revenue that will be generated from potential new business secured by a -- and spurred by a Bradley Development Zone. And with direct international air service, we're just ripe for attracting additional foreign direct investments and other global businesses for cargo as well as for passengers.

To me, as an economic developer, as well as to the economic development community, this means jobs. It means capital and it means talent, so we really have a great opportunity. And

there are few attributes about Bradley that I don't often hear discussed, and I'd just like to highlight this afternoon.

First, we're really fortunate that Bradley is so geographically well positioned. In this very northern part of our state our revenue catchment area extends far beyond all throughout New England, and that certainly is positive. And in addition to that, we're right at the nexus of a major interstate highway network. We all know that.

But what it really does is it further strengthens our potential to attracting logistics companies and other businesses that would benefit by such a location. And again, it's bringing in jobs. It's bringing in capital and money.

Second, the Bradley Development Zone will foster business growth right in line with the principles of smart growth that the State has established.

And third, the four towns of the Bradley Development League are really prime examples of regional collaboration and cooperation and are right in line -- in alignment with our State's planning initiatives.

The value of the Bradley international Airport as an economic driver certainly cannot be underestimated. And it's the same statistics I had in my testimony here that Eric Brown stated, about in 2008 there were over 6.1 million passengers that have gone through Bradley. And according to the most recent economic impact analysis, Bradley contributes 1.2 billion in wages, 18,000 full-time jobs and 4 billion to our state's economy. As I'm marketing the region, those are numbers that

we take very seriously, and we look at really highlighting Bradley in our state marketing efforts.

And as an economic development organization we meet regularly with corporate real estate executives, site selection consultants, employers. And we solicit them to help create jobs here in our state, in our region. And we can confidently say that the asset here of hosting New England's largest airport surrounded by such esteemed corporations, 2,000 acres of available developable land and access to such a major highway infrastructure, that's not only invaluable, but it's enviable by so many other states.

So as our economy -- I guess, in summary -- as our economy has really forced all of you to take a look at how to capitalize the potential of assets that we have, it seems that this legislation would really be the practical way of maximizing a positive economic impact on our flagship airport.

By creating a development zone surrounding Bradley we open up opportunities, not only for the airport, but for the surrounding municipalities that are also seeking additional revenue.

The investors of the MetroHartford Alliance, my organization, represent businesses of all sizes, institutions, health care institutions and institutions of higher education, as well as 34 municipalities. And our mission is to ensure that this region competes aggressively and successfully for jobs, capital, and talent.

And so on behalf of the MetroHartford Alliance and our investors, we ask you to support

Senate Bill 107, AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE.

And so under the constraints of time today, I do hope you'd feel free to call me if you have any other questions or any other discussion, and you can reach me through the MetroHartford Alliance or through Katie Bailey.

And I'd also like to refer back to a previous question about the Bradley Development League supporting both bills, and I would say that Bradley Development League would support both bills, 109 and 107.

SENATOR LeBEAU: Thank you for your testimony today.

Questions from members of the committee?

Representative Stripp first, then Senator Frantz.

REP. STRIPP: Thank you for your testimony. Perhaps you're the wrong person to ask, and if that's so, just let me know and I'll track down somebody else.

Do you have an idea of how many direct overseas flights there are out of Bradley per month, week, or year? I don't care.

SANDRA JOHNSON: We don't have direct transatlantic service at this point.

REP. STRIPP: Including cargo. There's no direct overseas cargo flights either?

SANDRA JOHNSON: May I differ? I don't know if Dan Carson, if he might know. (Inaudible.)]

A VOICE: (Inaudible.)

REP. STRIPP: How do we get from there to convincing airlines they should have direct overseas flights, either cargo or passenger?

SANDRA JOHNSON: You know, I would say any marketing -- if we take a look at major markets like New York or Boston, scale very often is what will attract new business to come in. So we need to start to develop and build scale.

And one -- of one certain way by having direct transatlantic service, as we formerly did, that was certainly helping to generate some business interest. And I know that when the service was suspended some of the discussions I was in also suspended, because it made it less easy to do business, less easy to get here.

And I will tell you that when we're working with site selection consultants in (inaudible) for outside business development trying to attract business here, the questions that they do ask are about the length of our runway, which our runway is -- certainly stands up quite well. But trying to look at the number of direct flights, where they're to, whether we have direct transatlantic service, and that becomes part of the mix.

So a strength in Bradley strengthens far beyond even this airport district and the airport area. It strengthens the state.

REP. STRIPP: Is there any current physical shortcomings of Bradley to prevent the largest commercial aircraft from landing there at this time?

SANDRA JOHNSON: To my knowledge, no.

REP. STRIPP: Thank you.

SENATOR LeBEAU: Thank you, Representative.

Senator.

SENATOR FRANTZ: Thank you, Mr. Chairman.

Sandra, thanks very much for coming, and thanks for your support of the airport, which is unrelenting. It's very much appreciated, and I think it's made a big difference over the years.

And in the interests of answering Representative Stripp's question, the market is here. It's purely, or close to being purely, an issue of the state of the airline industry today. Northwest made the decision to suspend the service to Schiphol in Amsterdam, the direct overseas flight, because there was a fleet decision that was made at that point.

But what was terrific about having that service in place is that it put the Hartford area, Springfield area on the map. And when the industry recovers, I think you'll be pleasantly surprised with the amount of airline interest that comes back to the airport.

And along those lines, when that transatlantic flight was in place, do you have any anecdotes -- since you're on the front lines of recruiting and the economic development at the MetroHartford Alliance -- do you have any anecdotes for us that, you know, people maybe told you about the way they've changed their behavior or maybe brought a company to the Hartford region?

SANDRA JOHNSON: Oh, I can also -- I can say that a major company -- not to name their name -- found that they were saving considerably because where they would send an executive down to New York, they'd have to pay for the limousine to take them down.

There would be all that lost productivity time. They were flying. They were able to work a full day, leave for 5 o'clock, go out to Bradley and fly overseas to make their meeting for the next day. So I can tell you I've heard that.

Business was very disappointed when the flights ceased, but also very optimistic that we demonstrated that we can support such a flight and certainly would look to see where there could be any way to incent restoration of direct transatlantic service. And, you know, again that's really on the cargo side.

At that time some of the types of facilities around the airport -- I had already been working with a company that has a refrigerated warehouse facility in the region and looked for a way that we might be able to work on some cargo, direct cargo, to come in this direction from Europe. That could be flowers. It could be whatever.

And then in the past there was always a concern relative to the backhaul. We identified another company that might potentially have the opportunity for a backhaul. And when the service is suspended, it really -- it starts to dissolve the conversation.

SENATOR FRANTZ: Thank you very much.

And thank you, Mr. Chairman.

SENATOR LeBEAU: Thank you, Senator.

Further questions?

Representative Perone.

REP. PERONE: Thank you, Senator.

First of all, I just wanted to commend you. I think the work that the alliance is doing is fantastic. And I tend to agree that having a full suite of options for siting executives, for people that are looking in this region, is critical.

I just wanted to get a better understanding, though, of where having -- building up Bradley's capacity fits into the general experience or the general promise that's made in terms of, when -- because of all the good work that you're doing, I think there's an assumption that if they -- if they're looking at Hartford, if they're looking at the region, they're going to have the ability to, you know, work with an economic development team here, you know, through the lines or have access to people that can help them site in the best place for them for their needs and that kind of thing.

But I don't -- is it really -- has it -- I guess what I'm asking is, has the need for capacity been one of the key things that has been driving people away, or is it in conjunction with other capacities that they'd like to see built up?

Is it Bradley and infrastructure or, you know, Bradley and light rail? Are there other things that they're looking for, or is, you

know, one of the key reasons -- and this is, you know, I think it's important to understand -- is the lack of capacity at Bradley one of the things that's, you know, causing people to turn away?

SANDRA JOHNSON: On that note, I would say Bradley, how Bradley looks, it becomes -- and how that looks as an asset, it becomes part of our branding --

SENATOR FRANTZ: Uh-huh.

SANDRA JOHNSON: -- and how we're viewed. So if we're viewed as having a very small airport, having it look like a local airport, then that's how we're going to be viewed.

If it becomes a stronger airport, that's going to be part of our brand, part of our state brand, and it also helps us in recognition of our state.

You know, there -- we're in a really competitive environment. I'm not telling you anything new. And so, you know, what I would say is important to business, their key words: speed to market.

SENATOR FRANTZ: Right.

SANDRA JOHNSON: And so by providing a zone and with a collaborative working relationship and working very closely with the towns of East Granby and all the surrounding towns and those in the next ring and the next ring and the next ring, we've got some very nice relationships with business.

And there may be opportunities for business to spur off from Bradley and maybe establish another part of their business in some other

area of the state. I mean, we want to make sure that we're hospitable. And so that's part of that growth.

So I'm not feeling -- I mean, Bradley, if you're talking about Bradley today, and I -- it certainly can be enhanced. And I would like to see that. That would be another arrow in my quiver.

SENATOR FRANTZ: Uh-huh.

SANDRA JOHNSON: But I would say that there are other aspects that we can work on for collaboration that would help us to better demonstrate to the outside as well as companies here to expand, to be able to expand, retain and also recruit business.

SENATOR FRANTZ: Okay. Well, that leads me to my next question, and then I'll stop.

But the question is, once it's in place, once it will be in place, how do you go about really telling the world (inaudible), you know, marketing it?

I know it's in -- I guess what I'm trying to find out, is there a way to leverage some of you know, what Connecticut is doing, or DECD is doing? Or any -- is there some way to really cast a wide a net as possible, both here in the United States and internationally, where, you know, sitings of the executives, you know, wouldn't mind being closer to, you know, the New York/Boston corridor or the mid-Atlantic region?

SANDRA JOHNSON: I always feel that we're a best kept secret, and I believe that when I'm -- sometimes my comment is I feel that I'm fishing with a pole instead of the net,

because other states really put a lot into their marketing.

And we've got fabulous people. We all work really hard and work together and try and network.

And so to, you know, so to that degree, the way that we market ourselves, we've got a marketing vehicle right here within our State that could be on tap, and that's our Department of Commerce, our Federal Department of Commerce that could link us to their departments all overseas and be able to help to market Bradley.

Right now, we're working with them on other aspects or even -- we were even thinking of, you know, working with them relative to the Travelers Championship, to be able to see if there were opportunities for -- tourism opportunities that could lead into the Travelers Championship through the Department of Commerce.

So we have some vehicles to market that and then, we have a very solid state economic development marketing team. We get together as a team and put together an annual calendar to understand who is going to be where to make sure that we're telling our story. And this would be another piece that we would be able to tell.

SENATOR FRANTZ: Thank you very much. Appreciate it.

SENATOR LeBEAU: Thank you, Madam Vice President.

Any further questions?

Thank you, for your testimony.

SANDRA JOHNSON: Thank you.

SENATOR FRANTZ: Very good.

Dan Carstens.

DANIEL CARSTENS: Good afternoon. Thank you, Senator. Thank you to the committee. I'm here in support of both 107 and 109.

I'm self-employed since the early 1980s. I've owned and operated a business based at Bradley International. I was the only Connecticut-based aircraft handling and cargo handling operation at Bradley until I sold it a few years ago. I now try and make my living selling and leasing real estate in and around the airport.

I can tell you that Bradley businesses, in my limited experience, more than any others, compete worldwide. People like Embraer or Canadair make decisions as to where to base facilities based on a global map, not a Connecticut map. An enhanced Bradley operation in a business climate would help the entire region, not just the state, actually.

The Airbus A380, the engines for that aircraft were loaded onto a Russian cargo plane at Bradley by my former company. People know Bradley. They want to use it. It just has to make the infrastructure and the region around it friendly for those companies that set up businesses here.

The -- previous to the passenger flight, there was twice weekly 747 cargo service to Luxembourg. I routinely trucked freight from Bradley to Huntsville, Denver, Phoenix and Atlanta, just to name a few places. That airline made a decision where to locate in one

of those five or four cities based on the ability to operate here competitively.

As far as other agencies coming here, the foreign direct investment folks were in town last week. I actually met with the DECD, the US Department of Commerce at Bradley because of the snowstorm. Nobody traveled. We all met in the Sheraton.

They're all coming to this region, and they are bringing companies that want to do business here, but it's got to be cost competitive, and I think the 107, I think that that would help achieve that.

As far as 109, it's so close to being very workable, but it needs some tweaking. I've traveled to a handful of cities worldwide trying to get people to do business with my former business at Bradley. And you go everywhere else. I've been to operations in Frankfurt, Hong Kong, Amsterdam, Bilbao, and then you see two or three towns together, or two or three airports together from different regions of the world competing for business that you may be able to attract at Bradley, but not with a haphazard or loosely structured effort. Thank you.

SENATOR LeBEAU: Could you expand on your last remarks, if you can, a little bit in terms of "haphazard and loosely structured effort"? Do you see Bill 109 as being haphazard or loosely structured?

DANIEL CARSTENS: No (inaudible).

SENATOR LeBEAU: Or does it need to be -- do we need to do currently, is it -- I mean, I'm not sure exactly what you're saying there.

more successful than, you know (inaudible) some of the studies that would have us dream there to be?

DANIEL CARSTENS: I guess the softball question would be the Bill 107 would make things a lot easier, but as far as a consistent investment in the marketing, (inaudible) support.

I guess, it's part of the budget cycle and part of the way we have to operate -- or they. I don't --

SENATOR FRANTZ: So as opposed to like, say, education or, you know, job training or things like that. I mean, it's like you want things that are -- that will work off each other synergistically.

So if there are -- if you had more office space for firms and that kind of thing in the area. Or you know, I was looking along those lines, but I think that, you know, what you're getting at is important. I think, I -- what I want to make sure is that we understand it's important to have this. I think it's a great approach. I just want to make sure that we're not, you know, undersupporting it by failing to look at other areas that will make this as -- make this a successful venture.

So if you have any thoughts or conversations down the road, you know, just by all means -- adding things that you think will make this a better proposition, by all means, let us know.

DANIEL CARSTENS: Thank you. The one thing that worked real well when they introduced the Amsterdam flight, or the last time we brought cargo, international cargo service in, was a lot of advanced work; meeting of the federal agencies and the airport authority, making

sure everybody knew what was coming and it was ramped up and ready to go.

And that's -- it's been twice now, so it would be easy to duplicate, I would assume.

SENATOR FRANTZ: That's a good idea. We should probably think about that, too. Thank you.

DANIEL CARSTENS: Thank you.

SENATOR LeBEAU: Thank you, Representative.

Dan, thank you.

If any -- just check. I don't see anybody -- any further questions? Thank you very much.

DANIEL CARSTENS: Thank you, again.

SENATOR LeBEAU: Does anybody else have further -- that's the end of our list. Does anybody else have any further testimony?

If not, let me adjourn the public hearing.



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MEMBER
 EDUCATION COMMITTEE
 HUMAN SERVICES COMMITTEE
 PUBLIC SAFETY AND SECURITY COMMITTEE

February 16, 2010

Good afternoon. I am here to testify in strong support of the creation of a Bradley Airport Development Zone, an economic initiative aimed at creating new jobs, attracting new capital to the region and increasing tax revenue to the state and municipalities from throughout the north central Connecticut area. SB107

As many of you know, Bradley International Airport is Connecticut's flagship airport as well as the second largest airport in New England. Additionally, Bradley has established itself as an economic driver and is expected to contribute, on average, \$34 billion in output over the next twenty years. It is equally important to note that, over that same time period, it is anticipated that Bradley will generate \$11 billion in income for Connecticut residents and sustain nearly 140,000 jobs.

Bradley is uniquely positioned to serve as an economic development engine to our state. As many of you know, Connecticut has lost nearly 80,000 jobs during this economic recession. A more prosperous economy is driven, in great part, by the success of our business community and the Bradley International Airport Development Zone is an important solution to getting Connecticut back on track.

In regard to economic development, a Bradley Development Zone will place our state at an economic advantage with:

- The availability of competitively priced and easy-to-develop land. According to CRCOG, over 1,000 acres of underdeveloped land exist within the proposed zone. There are 2,000 acres of developable land in industrial zones within the four area towns as a whole.
- First-class existing corporate neighbors (Alstom Power, Aetna, Hamilton Sunstrand, Konica, Ahlstrom, NuFern Fiber, Walgreens, ING, and Westinghouse)
- Immediate access to Interstates 91 and 84 linking to Interstates 90 and 95.

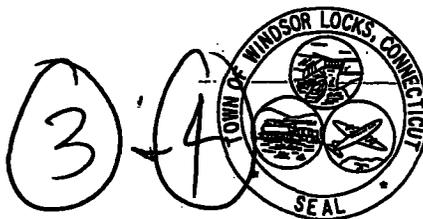
- Bradley is congestion-free relative to Logan and JFK, and it rarely experiences weather-related service disruptions. These competitive advantages may give Bradley an edge competing for shippers of particularly time-sensitive goods.
- Bradley Airport is located just fifteen minutes north of downtown Hartford and twenty minutes south of Springfield, Massachusetts. Additionally, it is located in the heart of the Knowledge Corridor.
- Bradley is uniquely situated to benefit from a quality workforce located in Hartford and Western Massachusetts.
- The four BDL communities have streamlined approval processes have a very strong pro-business approach to their efforts in the region.
- Top quality infrastructure.
- More than 2,000 available hotel rooms and the availability of conference facilities.
- Exceptional quality of life.
- World-class educational and cultural opportunities.
- More than 100 million potential customers who are located within 500 miles of BDL and 1/3 of the US economy.

I urge this committee to move this effort forward this legislative session. Most importantly, this new zone would allow Connecticut to be competitive, create new jobs and bring in new capital to our state.

####

First Selectman
Steven N. Wawruck, Jr.
swawruck@wlocks.com

Selectmen
Denise T. Balboni
Joseph R. Calsetta



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The Town of Windsor Locks
Home of Bradley International Airport

Raised Bill No. 107 – An Act Establishing a Bradley Development Zone

February 16, 2010

Dear Chairpersons & Commerce Committee,

The four Towns come before you today in a concerted effort to stress the importance of this bill. We believe that if Bradley International Airport is truly the "Economic Engine" of the region that we should embrace the establishment of a development zone so we are postured to move in a positive direction as we come out of one of the worst economic spirals of our time.

This airport serves as the Gateway to New England and with favorable review of this bill the region as a whole will benefit.

Some of the competitive advantages for economic development are as follows:

- There are approximately 2,000 acres of developable land in industrial zones within the four surrounding towns as a whole;
- The area yields immediate access to Interstates 91 & 84 linking to Interstates 90 & 95
- Bradley is congestion-free in comparison to Logan International in Boston and JFK International in New York and very rarely experiences weather-related service disruptions.
- Bradley International is located a mere fifteen minutes from downtown Hartford and twenty minutes from Springfield.
- The four towns have streamlined the approval processes for development and have strong pro-business attitudes.
- There are over 2,000 hotel rooms and conference facilities in the immediate area.
- The area is already host to Alstom Power, Hamilton Sundstrand, Konica, Ahlstrom, NuFern Fiber, Walgreens, ING and Westinghouse to name a few world class companies.

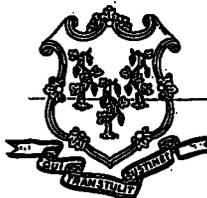
In closing we believe that enactment of this bill will be the single most important piece of legislation to ensure that Bradley International Airport will live up to the reputation as the "Economic Engine of Connecticut".

Thank you for your time today.

Sincerely,

Steven N. Wawruck, Jr.
First Selectman

5



State of Connecticut

SENATE

STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

SENATOR JOHN A. KISSEL
CHIEF DEPUTY MINORITY LEADER

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PROGRAM REVIEW AND
INVESTIGATIONS COMMITTEE

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MEMBER
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Public Hearing Testimony

February 16, 2010

Commerce Committee

John Kissel, State Senator, 7th District

Re: Senate Bill 107 – An Act Establishing a Bradley Development Zone

Good morning Senator Lebeau, Representative Berger, Ranking Members Frantz and Alberts and members of the Commerce Committee. Thank you for the opportunity to testify on behalf of SB 107 An Act Establishing a Bradley Development Zone. I would additionally like to thank Sen. Lebeau and Rep. Berger for scheduling a public hearing so soon on this important issue affecting not only north-central Connecticut, but the entire state as a whole.

Last session, under the leadership of Sen. Lebeau, Sen. DeFronzo and others, the State Senate passed SB 154 An Act Concerning the Administration of Bradley International Airport. This bill would have created an economic enterprise zone comprised of the various communities surrounding Bradley Airport. Unfortunately, the House was unable to take up the bill.

One year later, with unemployment nearing 9 percent, this bill is more important than ever. Similar to SB 154, this bill would create the "Bradley Airport Development Zone," which would provide tax incentives for new and existing businesses in those portions of Windsor Locks, Suffield, East Granby and Windsor which surround Bradley Airport.

As one of the leading drivers of economic activity for the state, Bradley Airport generates over \$34 billion dollars in economic output and sustains nearly 140,000 jobs in the state. While we struggle through these tough economic times and search for ways to grow jobs in the state, we should be cognizant of our existing resources and think of creative ways to utilize them.

The tax incentives contained in SB 107 will have a two-fold goal of encouraging new businesses to migrate to the area, while also encouraging existing businesses to expand. Increased business development in the Bradley area will also have positive effects on the entire state by creating

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employment opportunities and contributing to our tax base. Now more than ever, we need to get serious and creative about stimulating economic growth.

I would like to again thank the co-chairs for their willingness to raise SB 107 *An Act Establishing a Bradley Development Zone* and for giving me the opportunity to speak in support of it. I sincerely hope that the committee looks favorable on this bill and I will be happy to answer any questions you may have.



TOWN OF EAST GRANBY

INCORPORATED 1858

EAST GRANBY, CONNECTICUT 06026

OFFICE OF FIRST SELECTMAN
PHONE (860) 653-2576
FAX (860) 653-4017

February 16, 2010

Senator Gary LeBeau, Chair
Representative Jeffrey Berger, Chair
Senator Joseph Crisco, Vice-Chair
Representative Bruce Zalaski, Vice Chair
Connecticut State Legislature – Commerce Committee

Re: S.B. No. 107 – “An Act Establishing A Bradley Development Zone”

I would like to thank the Commerce Committee for the opportunity to speak in favor of SB107 which will establish a Bradley Development Zone (BDZ). I am here today both as the President of the Bradley Development League (BDL) and as 1st Selectman of the Town of East Granby. The four BDL towns of East Granby, Suffield, Windsor, and Windsor Locks started working together in 1995 to maximize the economic benefits to be derived by sharing a common economic development engine – namely Bradley International Airport. I might add that the BDL towns saw the benefits of cooperation long before “regionalism” became a buzz word. As part of my package today I have included a map of the proposed zone, background information provided by the BDL, a marketing brochure and letters in support of the project from local officials and businesses.

Bradley International Airport is Connecticut’s flagship commercial airport and New England’s second largest airport. We firmly believe that the BDZ will help create new jobs, attract new capital and increase tax revenue to the state and municipalities in the region. While Bradley certainly is an economic development engine, it has not reached its full potential. As the author of the Gallis Report (December 1999) states, “Bradley potentially is the most significant facility influencing Connecticut’s development within the ‘New Atlantic Triangle’ and how the state and the Hartford/Springfield metropolitan region connect to the North American continent and the world”.

SB107 through a combination of economic development incentives including town abatements, up to a ten year corporate business tax credit for businesses receiving the property tax exemption and a sales tax exemption for machinery replacement will help drive economic development at Bradley forward creating more jobs and investment for Connecticut.

The airport has many esteemed corporate partners already and SB107 will allow continued economic development on over 1000 acres of undeveloped land with access to a major interstate highway system.

On behalf of the Bradley Development League and the Town of East Granby I ask the Committee and the Legislature pass this bill during the current session. We believe that SB107 will proactively produce jobs, capital investment and generate new state and municipal tax revenues. Thank you for your time and consideration.

Sincerely,



James M. Hayden
First Selectman
Town of East Granby



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**STATEMENT REGARDING
Senate Bill 107: An Act Establishing a Bradley Development Zone**

**Commerce Committee
February 16, 2010**

Good Afternoon Senator LeBeau, Representative Berger and members of the committee. My name is Sandra Johnson and I am Vice President and Director of Business Development, domestic and international, for the MetroHartford Alliance, the Hartford region's lead economic development organization. I lead the business recruitment, retention and expansion efforts for the Hartford Region. I also sit on the Bradley Development League. I am here today to ask your support of Senate Bill 107, An Act Establishing a Bradley Development Zone.

As an economic developer, Bradley has the opportunity to bring into our state new money – not re-circulated money. Revenue will be generated from new business development spurred by a *Bradley Development Zone*. With direct international air service, we are also ripe to attract other global business for cargo as well as passengers. As an economic developer and to the economic development community, this means - new jobs, capital and talent.

There are a few of other attributes regarding Bradley that I don't often hear discussed and would like to highlight today:

First: We are fortunate that Bradley is geographically well positioned. In this very northern part of the state, the revenue catchment area reaches throughout New England. In addition, it is located at the nexus of a major interstate highway system that further strengthens the potential around the airport for attracting logistics and other types of business and again bringing in new money and jobs.

Second: A *Bradley Development Zone* will foster business growth in support the State's "smart growth" principles.

Third: The four towns of the Bradley Development League are prime examples of regional cooperation and in alignment with the State's strategic planning.

The value of Bradley International Airport as an economic driver for the State and Capitol region cannot be emphasized enough. In 2008, there were over 6.1 million passengers. According to the most recent economic impact analysis, Bradley contributes \$1.2 billion in wages; 18,000 full time jobs and \$4 billion to our State's economy.

As an economic development organization, we meet regularly with potential employers, corporate real estate executives and site selection consultants and we solicit them to help us create jobs in this region. We can confidently say that the asset of hosting New England's second largest airport, surrounded by esteemed corporate partners, over 1,000 acres of undeveloped land and access to a major interstate highway system is invaluable and enviable by most other states.

As the economy has forced you, our legislators, to examine our existing assets and capitalize on their potential, this legislation is a practical way of maximizing a positive economic impact of our flagship airport. By creating a development zone surrounding Bradley International Airport, we open up opportunities not only for the airport itself but for the surrounding municipalities who are also in great need of increased revenue.

The investors in the MetroHartford Alliance are representative of businesses of all sizes, health care providers, and institutions of higher education, as well as 34 municipalities. Our mission is to ensure that the Hartford Region competes aggressively and successfully for jobs capital and talent. On behalf of our investors, we ask for your support of Senate Bill 107: An Act Establishing a Bradley Development Zone.

Under the constraints of time today, I do hope you will feel free to call me if you have any further questions or discussion. I can be reached at the MetroHartford Alliance or through Katie Bailey. Thank you for your time.



Bradley Airport Development Zone



Bradley International Airport, Connecticut's flagship commercial airport and New England's second largest, is a major economic driver for the State of Connecticut. The Bradley Development League, MetroHartford Alliance and key state legislators are proposing the creation of the Bradley Airport Development Zone to seize upon the airport's potential. This new zone comprising commercial and industrial areas in close proximity to Bradley would offer incentives that will help attract new businesses and expand existing businesses. This initiative is all about: 1) creating new jobs, 2) attracting new capital, and 3) increasing tax revenue to the state and municipalities in the region.

Bradley is already an Economic Development Engine but it has not reached its full Potential

The importance of Bradley cannot be understated. In the Gallis Report (December 1999), the author states "Bradley potentially is the most significant facility influencing Connecticut's development within the 'New Atlantic Triangle' and how the state and the Hartford/Springfield metropolitan region connect to the North American continent and the world." Connecticut's economy is inextricably linked to the world economy and Bradley is the State's most important link to the global marketplace.

The Contribution Of Bradley International Airport to Connecticut's Economy, a Department of Economic and Community Development Impact Analysis (May 2005), determined that over the next twenty years Bradley will contribute, on average, more than \$34 billion in output, nearly \$11 billion in income for Connecticut's residents and sustain nearly 140,000 jobs. The report states, "These analyses show the critical role that Bradley plays in the local and regional economies as both an active employer and driver of economic impacts, but more so, as an invaluable transportation asset that propels Connecticut's people and businesses forward in an increasingly integrated and competitive international economy."

In Transportation 2035, a CRCOG publication it was reported that in the latest Economic Impact Survey, it was determined that Bradley contributes \$4 billion in economic activity to the State of Connecticut and the surrounding region, representing \$1.2 billion in wages and 18,000 full-time jobs.

The State should capitalize on investments that have already been made

Bradley completed a \$230 million expansion project in March of 2003 with the new 260,000 square foot terminal and concourse, providing modern communication systems and seamlessly integrating with the original facility. The Bradley International Airport Master Plan (December 2005) calls for additional capital improvements in the next 20 years including the replacement of the Murphy Terminal in order to meet expected passenger and cargo growth.

The Airport Development Zone will add to the Bradley Area's Competitive Advantages for Economic Development

The Bradley area is poised for new development due to:

- The availability of reasonably priced and easy to develop land. According to CRCOG, over 1,000 acres of undeveloped land exist within the proposed zone, there are approximately 2,000 acres of developable land in industrial zones within the four towns as a whole.
- First-class existing corporate neighbors (Alstom Power, Aetna, Hamilton Sundstrand, Konica, Ahlstrom, NuFern Fiber, Walgreens, ING, Westinghouse)

- Immediate access to Interstates 91 & 84 linking to Interstates 90 and 95.
- Bradley is congestion-free relative to Logan and JFK, and that it very rarely experiences weather-related service disruptions. These competitive advantages may give Bradley an edge competing for shippers of particularly time-sensitive goods.
- Bradley Airport is located just 15 minutes north of downtown Hartford and 20 minutes south of Springfield and is situated at the Heart of the Knowledge Corridor.
- Ability to tap into the quality workforce of both Greater Hartford and Western Massachusetts
- The four BDL communities have streamlined approval processes and strong pro-business attitude
- Top quality infrastructure
- Over 2,000 hotel rooms and conference facilities
- Exceptional quality of life
- World-class educational and cultural facilities
- 100 million potential customers within 500 miles of BDL and 1/3 of the US economy

Significant new development has occurred in the zone in the last several years including Tire Rack, Walgreens, American Wood Moulding, Ford Motor Company, Federal Express, several new hotel developments, Embrear, Mazak and Windsor Marketing Group.

The new zone would possess critical corridors along Routes 20 and Route 75 Ella Grasso Turnpike, as well as developable area in the New England Trade Port area, on the Hamilton Sundstrand campus, along Perimeter Road and on-airport property. The zone also includes the CSX rail line in Suffield/Windsor Locks and Air National Guard units. Included in the zone area is Foreign Trade Zone #71. The FTZ covers 18 acres in the Cornerstone Industrial Park. Griffin Land is interested in expanding the FTZ to the New England Trade Port area.

The Incentives Proposed in the Airport Development Zone are considered important Site Selection Factors

When you are competing against other regions in the US and even other countries, it is important to have incentive tools. Area Development just released its 24th Annual Corporate Survey and tax exemptions and state and local incentives ranked in the top ten site selection factors (third and eighth respectfully). When asked about the type of incentives they considered most important when making a location decision, half of the survey respondents cited tax incentives (tax credits, exemptions).

The Airport Development Zone Will Be a Key Marketing Tool to Target Key Industries for the Region

Here is a list of industry strengths in the zone and within the four communities that will continue to be targeted:

- Aerospace including rebuilding and repair
- Air Cargo
- Distribution and warehousing
- Electronics
- Energy generation
- Fiber Optics
- Financial and Insurance Services
- Foreign companies
- Metal Fabricators
- Metalized paper/plastic
- R&D
- Software

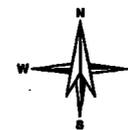
The new zone incentives will allow us to compete against other regions in the country for new jobs and new capital!



Bradley Airport Investment Zone

-  Bradley Airport Investment Zone
-  Census Blocks Containing Zone
-  Major Highway
-  Highway
-  Local Road
-  Town Boundary

1 inch equals 4,000 feet



For Planning and Analysis Purposes Only

Sources: CRCOG and Municipal GIS Databases,
 CT 2004 Orthophotography
 TeleAtlas Street Data
 U.S. Census 2000 Data

Prepared by The Capitol Region Council of Governments

Date: April 9, 2009

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February 5, 2010

Senator Gary LeBeau
Deputy President Pro Tempore
State Capitol
Room 417
Hartford, CT 06106-1595

RE: Bradley Airport Development Zone

Dear Senator LeBeau and Members of the General Assembly:

The Bradley Development League, Inc. (BDL) urges the creation of the Bradley Airport Development Zone in this upcoming session of the General Assembly.

BDL is an example of a cooperative relationship among several towns to further economic development in a region. BDL is a consortium of the towns of East Granby, Suffield, Windsor and Windsor Locks which share a common economic development engine – namely Bradley International Airport. By working together, these four towns are maximizing the economic benefits to be derived from their location surrounding the airport. The amount of new and planned-for development in the four towns is a testament to the benefits of a cooperative spirit.

Since its formation in 1995, the BDL has actively promoted and assisted in the development and growth of business in the vicinity of Bradley Airport. It has partnered with the Department of Transportation, Department of Economic and Community Development (DECD), Connecticut Economic Resource Center, Northeast Utilities, Connecticut Development Authority and the Metro Hartford Alliance (Alliance) to further important development projects. BDL was formally incorporated as a non-profit corporation in 2000, adding business representatives to the board to reflect the combined public/private nature of this endeavor.

BDL provides an extensive array of services to those companies considering relocation or expansion. The BDL will assist companies by helping them locate suitable existing or build to suit facilities, work with other Connecticut agencies to develop a comprehensive incentive package, facilitate the development of a private and/or public financing package and streamline the approval process. The League joint markets the Bradley area through attendance at trade shows, through distribution of a shared brochure, and by its website: www.bradleydevelopment.com. The Capitol Region Council of Governments (CRCOG) has recognized BDL for its exemplary inter-town cooperation because town officials “share information and market the area without regard to municipal boundaries.”

The BDL stands ready to partner with the State of Connecticut on this important Airport Development Zone initiative

Sincerely,


James Hayden, BDL President
First Selectman, Town of East Granby

COMMUNICATIONS DEPARTMENT



PRESS RELEASE

STATE SENATOR JOHN A. KISSEL

CONTACT:

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 ELISABETH MADIN SWANSON, PRESS CONTACT
 860-240-0531; Elisabeth.Swanson@cga.ct.gov

FOR IMMEDIATE RELEASE

February 11, 2010

Sen. Kissel: Bradley Development Zone Proposal Gets Public Hearing

Commerce Committee to hear testimony on SB- 107 Tuesday, February 16th at 1 p.m.

Hartford, CT - The General Assembly's Commerce Committee will be hearing testimony on SB- 107, An Act Establishing a Bradley Development Zone Tuesday, February 16th, at 1 p.m. If passed into law, the Bradley Development Zone will provide tax incentives to attract new businesses and expand existing ones within the communities of Windsor Locks, Suffield, East Granby, and Windsor.

"This bill is an important step toward putting Connecticut back on the path to recovery, especially in Windsor Locks, East Granby, Suffield, and Windsor, all towns that I represent," said Sen. Kissel. "Bradley International Airport is a very important part of our state's infrastructure and economy. I like to call it one of our 'Crown Jewels.' We need to be proactive and capitalize on this wonderful asset, and this proposal presents us with a chance to multiply business development in that area."

The bill, which passed the Senate last year but died on the House calendar, designates portions of the four towns surrounding Bradley Airport - Windsor Locks, Suffield, East Granby, and Windsor - as the "Bradley Airport Development Zone" and provides tax incentives for new and existing businesses. Incentives include:

- property tax exemptions to new or improved businesses with the state reimbursing the host municipality 40% of the lost revenue;
- a ten-year corporate business tax credit for businesses receiving the property tax exemption; and
- a sales tax exemption for machinery replacement costs.

"Last year Senators LeBeau, DeFronzo, Frantz and I all worked very hard on this proposal and it was unfortunate that it didn't make it out of the House," said Sen. Kissel. "I was very happy that the Commerce Committee worked so quickly to schedule this bill for a new public hearing. Senator LeBeau in particular, as co-chair of the Commerce Committee, has been a great ally and advocate for this bill. Many of us, along with House members from the affected towns, met on this in December to plan this year's legislative efforts. Four of the seven towns I represent are directly affected by this initiative, but it really will be a great jobs catalyst for all of north-central Connecticut. With so many great people pushing for this legislation I am hopeful we can pass this important bill this spring."



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Vernon

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Windsor

Windsor Locks

February 8, 2010

The Honorable Gary LeBeau
Deputy President Pro Tempore
State Capitol, Room 417
Hartford, CT 06106-1595

Re: Bradley Airport Development Zone

Dear Senator LeBeau and Members of the General Assembly:

Capital Workforce Partners, the workforce investment board serving 37 municipalities in North Central Connecticut, urges you to enact legislation creating a Bradley Airport Development Zone around Bradley International Airport in the current legislative session.

As Connecticut's flagship airport, Bradley is an important economic development engine in the region. Its tremendous impact on the state's economy has been documented by the Connecticut Department of Economic and Community Development. But it has yet to reach its full potential. Creating a Bradley Airport Development Zone would capitalize on the airport's optimal location. It would foster new business development, add jobs and generate new state and municipal tax revenues.

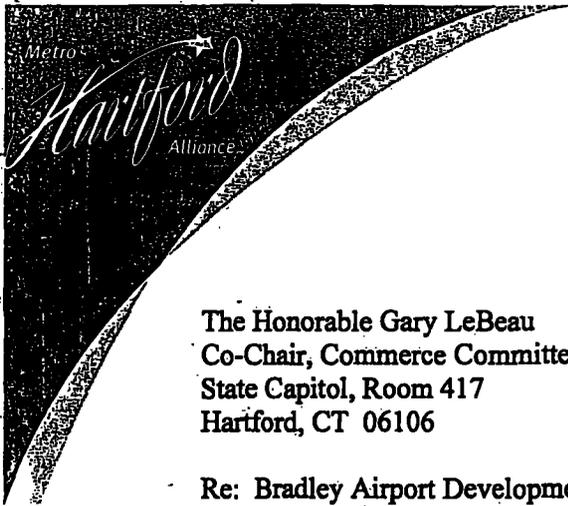
Capital Workforce Partners' mission is to leverage public and private resources to produce skilled workers for a competitive regional economy. We would welcome the opportunity to work with the Bradley Airport Development Zone to fulfill that mission and impact our region's economy, growth and future.

In that regard, we encourage you and the General Assembly to adopt Bradley Airport Development Zone legislation during this session.

Thank you in advance for your support of this effort.

Sincerely,

Thomas L. Phillips
President & CEO



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 HARTFORD, CT 06103
 tel (860) 525-4451
 fax (860) 293-2592

February 10, 2010

The Honorable Gary LeBeau
 Co-Chair, Commerce Committee
 State Capitol, Room 417
 Hartford, CT 06106

The Honorable Jeff Berger
 Co-Chair, Commerce Committee
 State Capitol, Room 110
 Hartford, CT 06106

Re: Bradley Airport Development Zone

Dear Senator LeBeau and Representative Berger

The MetroHartford Alliance urges you to enact legislation creating a Bradley Airport Development Zone around Bradley International Airport.

As Connecticut's flagship airport, Bradley is an important economic development engine in the region. Its tremendous impact on the state's economy has been documented by the Connecticut Department of Economic and Community Development, but it has yet to reach its full potential. Creating a Bradley Airport Development Zone would capitalize on the airport's optimal location. Additionally, it would foster new business development, add jobs and generate new state and municipal tax revenues.

The value of Bradley International Airport as an economic driver for the Capitol region cannot be emphasized enough. In a May 2005 report, the Department of Economic and Community Development estimated that, over the next twenty years, on average, the airport will contribute more than \$34 billion in output, nearly \$11 billion in income for Connecticut's residents and sustain nearly 140,000 jobs. As an economic development organization that meets regularly with potential employers and site selectors, soliciting them to help us create jobs in this region, we can confidently say that the enviable asset of hosting New England's second largest airport surrounded by esteemed corporate partners, over 1,000 acres of undeveloped land and access to a major interstate highway system is invaluable.

We strongly encourage you to seize this opportunity to create jobs in Connecticut by proactively adopting Bradley Airport Development Zone legislation during this session of the General Assembly.

Thank you in advance for your support of this effort.

Sincerely,


 Theodore Sergi
 Interim CEO
 MetroHartford Alliance



January 5, 2010

State Senator Gary LeBeau
State Capitol, Room 110
Hartford, CT 06106-1591

Re: Airport Development Zone

To Whom It May Concern:

On behalf of the East Granby Chamber of Commerce, I am writing to indicate our organization's whole-hearted support for the Bradley Development League's efforts to create an Airport Development Zone in the vicinity of Bradley International Airport. The Chamber's Board of Directors voted unanimously in favor of expressing this support at our January 5, 2010 meeting. Establishment of such a zone would not only attract new business to the area, but create new opportunities for existing businesses in the towns surrounding the airport. We view Bradley as a major asset for East Granby business, and hope that the League will continue to work with the state legislators in support of this goal.

Please feel free to call on our Chamber for assistance in this matter.

Sincerely,

Tami W. Zawistowski
President



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February 11, 2010

The Honorable Gary LeBeau
 Deputy President Pro Tempore
 State Capitol, Room 417
 Hartford, CT 06106-1595

Re: Bradley Airport Development Zone

Dear Senator LeBeau and Members of the General Assembly:

The Affiliated Chambers of Commerce of Greater Springfield, Inc. urges you to enact legislation creating a Bradley Airport Development Zone around Bradley International Airport in the upcoming legislative session.

As Connecticut's flagship airport, Bradley is an important economic development engine in the region. Its tremendous impact on the state's economy has been documented by the Connecticut Department of Economic and Community Development. But it has yet to reach its full potential. Creating a Bradley Airport Development Zone would capitalize on the airport's optimal location. It would foster new business development, add jobs and generate new state and municipal tax revenues.

We strongly encourage you to seize this opportunity by adopting Bradley Airport Development Zone legislation during this session of the General Assembly.

Thank you in advance for your support of this effort.

Sincerely,

Russell Denver

Russell F. Denver, President
 ACCGS



January 19, 2010

Senator Gary LeBeau
Deputy President Pro Tempore
State Capitol
Room 417
Hartford, CT 06106-1595

RE: Bradley Airport Development Zone

Dear Senator LeBeau and Members of the General Assembly:

I wanted to reach out on behalf of the Windsor Locks Chamber of Commerce to let you know that our chamber, and its members, fully supports the creation of the Bradley Airport Development Zone around Connecticut's flagship international airport.

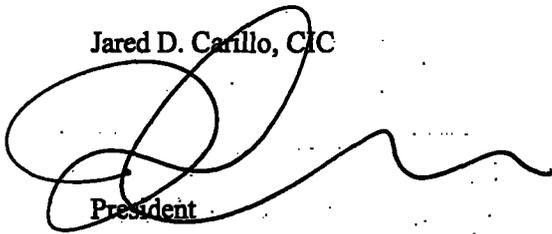
Windsor Locks is the proud home of Bradley and many of our local businesses depend on the airport for their success. It is our strong belief that the State of Connecticut has the opportunity to provide needed tools to help attract and grow businesses around this important economic development engine. New business development will add jobs, as well as generate new state tax revenues.

As this town once thrived on the waterway, we now hope it will now thrive on the airfield. We respectfully urge the General Assembly to adopt the Airport Development Zone legislation in its upcoming session.

Thank you in advance for your support of this effort.

Sincerely,

Jared D. Carillo, CIC



President

Griffin Land

a division of Griffin Land & Nurseries, Inc.

204 West Newberry Road
Bloomfield, CT 06002Telephone: 860-286-7660
Facsimile: 860-286-7653www.griffinland.com

January 7, 2010

Re: Airport Development Zone

To Whom It May Concern:

On behalf of Griffin Land, I am writing to indicate our organization's whole-hearted support for the Bradley Development League's efforts to create an Airport Development Zone in the vicinity of Bradley International Airport.

Griffin Land is one of Connecticut's largest private commercial/industrial property and land owners, with nearly 3,000,000 square feet of commercial and industrial buildings and 4,000 acres of land; much of which remains available for development, and all of which is located within the Bradley Airport service area. Establishment of an Airport Development Zone would not only attract new business to the area, but create new opportunities for existing businesses in the towns surrounding the airport. We view Bradley as a major asset for Griffin Land and its business tenants, and hope that the League will continue to work with the state legislators in support of this goal.

Please feel free to call me if I may be of any assistance in furthering this vital effort.

Sincerely,



Thomas M. Lescalleet
Senior Vice President



January 6, 2010

Re: Airport Development Zone

To Whom It May Concern:

On behalf of Nufern, we are writing to indicate our organization's whole-hearted support for the Bradley Development League's efforts to create an Airport Development Zone in the vicinity of Bradley International Airport. Establishment of such a zone would not only attract new business to the area, but create new opportunities for existing businesses in the towns surrounding the airport. We view Bradley as a major asset for East Granby business, and hope that the League will continue to work with the state legislators in support of this goal.

Please feel free to call Nufern for assistance in this matter.

Kind regards,

A handwritten signature in black ink, appearing to read "Martin Seifert", written in a cursive style.

Martin Seifert
President Nufern



TOWN OF EAST GRANBY

INCORPORATED 1858

PLANNING and ZONING
PO BOX 1858 9 CENTER ST
EAST GRANBY, CONNECTICUT 06026
PHONE 1-860-653-3444 FAX 1-860-653-4017

December 29, 2009

Re: Airport Development Zone

To whom it may concern:

I am writing on the behalf of the Economic Development Commission to indicate their support of the Bradley Development League continuous efforts to work with State Legislators to establish an Airport Development Zone around the Bradley International Airport. The State has often sited that Bradley International Airport is an "Economic Engine" and the establishment of an Airport Development Zone would provide incentives to encourage and attract business development in and around the airport area. This position of support was taken by a formal vote of the Economic Development Commission at their December 28th meeting, in which the Commission unanimously voted to support the Bradley Development League continuous efforts to work with State Legislators to establish an Airport Development Zone around the Bradley International Airport. For copies of the minutes for the December 28th Economic Development meeting please visit our website www.eastgranby.net.

Sincerely,

Gary M. Haynes
Director of Community Development

Cc: EDC



TOWN OF SUFFIELD

83 MOUNTAIN ROAD • SUFFIELD, CONNECTICUT 06078 • (860) 668-3849

*Economic Development
Commission*

February 2, 2010

Senator Gary LeBeau
Deputy President Pro Tempore
State Capitol
Room 417
Hartford, CT 06106-1595

RE: Bradley Airport Development Zone

Dear Senator LeBeau and Members of the General Assembly:

The Suffield Economic Development Commission fully supports the creation of the Bradley Airport Development Zone around Connecticut's flagship international airport. Several years ago Suffield officials had the foresight of zoning hundreds of acres of land in proximity to Bradley International Airport for light industrial and office uses. This area has great development potential and the Bradley Airport Development Zone will be a major catalyst.

On the east side of Route 75 is Marketing Research Park, a new 35 acre development. The first building in MRP is a 90,000 s.f. flexspace for Marketsure and there are plans to build an additional 125,000 s.f. more for processing and office space. Marketsure is part of Windsor Marketing Group, a leading creator, designer and manufacturer of in-store sign communication programs for leading retailers nationwide. Plans for MRP include several office buildings along the Route 75 frontage. We are also seeking developers for a new industrial park known as the Bradley International Business Center. Purcell Associates has drafted a concept plan that shows 550,000 s.f. in nine buildings for light industrial, distribution and office space. The Town recently constructed a new 1,000 linear foot roadway known as Marketing Drive with associated utilities that will service the Bradley International Business Center, as well as MRP. The new roadway has already attracted a new 24,000 s.f. distribution and East Coast sales facility for Designs for Health which sells nutritional supplements. On the west side of Route 75, we have over 100 acres of developable land that abuts the State's Bradley International Airport property. The Bradley Master Plan calls for a relocation of Perimeter Road that would bring the airport's cargo facilities to the north-side of the airport. The largest private property owner in the area, Christian Brothers, is willing to work with the DOT in utilizing a portion of their land in the Perimeter Road relocation.

We urge the General Assembly to adopt the Airport Development Zone legislation in its upcoming session as it will help us to market the available land and buildings in our light industrial zone.

Thank you in advance for your support of this effort.

Sincerely,

Howard Orr / HJO
Howard Orr
Chairman



REGIONAL EMPLOYMENT BOARD
OF HAMPDEN COUNTY, INC.

Your Connection to Workforce Development

February 16, 2010

The Honorable Gary LeBeau
Deputy President Pro Tempore
State Capitol, Room 417
Hartford, CT 06106-1595

Re: Bradley Airport Development Zone

Dear Senator LeBeau and Members of the General Assembly:

The Regional Employment Board of Hampden County, Inc. urges you to enact legislation creating a Bradley Airport Development Zone around Bradley International Airport in the upcoming legislative session.

As Connecticut's flagship airport, Bradley is an important economic development engine in the region. Its tremendous impact on the state's economy has been documented by the Connecticut Department of Economic and Community Development. But it has yet to reach its full potential. Creating a Bradley Airport Development Zone would capitalize on the airport's optimal location. It would foster new business development, add jobs and generate new state and municipal tax revenues.

We strongly encourage you to seize this opportunity by adopting Bradley Airport Development Zone legislation during this session of the General Assembly.

Thank you in advance for your support of this effort.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Ward', written over a horizontal line.

John William Ward
President & CEO
Regional Employment Board of Hampden County, Inc.



February 16, 2010

Co-Chairs Senator LeBeau, Representative Berger
Members of the Commerce Committee

^{SB 107}
~~Re: H.B. 5187~~ AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE

Dear Chairpersons and Members of the Commerce Committee:

It is my pleasure to write to you to express support for Bill 5187, An Act Establishing a Bradley Development Zone, which will help to retain and attract businesses to the area around Bradley International Airport. As New England's second largest commercial airport, Bradley International is a major economic driver for the State of Connecticut. The Bradley Development League, Metro Hartford Alliance and key state legislators are proposing the creation of the Bradley Airport Development Zone to seize upon the airport's potential. This new zone comprising commercial and industrial areas in close proximity to Bradley would offer incentives that will help attract new businesses and expand existing businesses. This initiative is about: 1) creating new jobs, 2) attracting new private sector capital, and 3) increasing revenue to the state and municipalities in the region.

Bradley is already an economic development engine, but it has not reached its full potential with over 1,000 acres of undeveloped land existing within the proposed zone. Significant development has occurred in the proposed zone over the last several years including Tire Rack, Walgreens, American Wood Moulding, Ford Motor Company, Federal Express, several new hotel developments, Embrear, Mazak and Windsor Marketing Group.

The new zone would encompass critical corridors along Routes 20 and Route 75 Ella Grasso Turnpike, as well as developable area in the New England Trade Port area, on the Hamilton Sundstrand campus, along Perimeter Road and on airport property. The zone also includes the CSX rail line in Suffield/Windsor Locks, Air National Guard units and Foreign Trade Zone #71. The FTZ covers 18 acres in the Cornerstone Industrial Park. Griffin Land is interested in expanding the FTZ to the New England Trade Port area.

The incentives proposed in the Airport Development Zone are considered important site selection factors when competing against other regions across the country and world. *Area Development*, a national real estate selection publication, just released its 24th Annual Corporate Survey and tax exemptions and incentives ranked in the top ten site selection factors (third and eighth respectfully). When asked about the type of incentives they considered most important

Co-Chairs Senator LeBeau, Representative Berger and Members of the Commerce Committee
Page Two
February 16, 2010

when making a location decision, half of the survey respondents cited tax incentives (tax credits, exemptions). The new zone incentives will allow us to compete against other regions in the country for new jobs and new capital.

Thank you for the opportunity to provide this written testimony. I respectfully request that the committee act favorably on this proposal to create an Airport Development Zone around Bradley International.

Sincerely,



Peter P. Souza
Town Manager

c: Senator Eric Coleman, 2nd District
Senator John Kissell, 7th District
Representative Matt Conway, District 61
Representative Peggy Sayers, District 60



STATEMENT REGARDING

Senate Bill 109: An Act Concerning the Bradley Board of Directors

Commerce Committee

February 16th, 2010

The MetroHartford Alliance is Hartford's Chamber of Commerce and the region's economic development leader. Our investors include businesses of all sizes, health care providers, institutions of higher education, and 34 municipalities. The Alliance's mission is to ensure that the Hartford Region competes aggressively and successfully for jobs, talent and capital so that it thrives as one of the country's premier places for all people to live, work, play, and raise a family.

Among the key initiatives of the Alliance's four-year strategic plan is a strong focus on transportation infrastructure investment, as well as the enhancement and promotion of Bradley International Airport as a key economic development driver for our state. In particular, we are working with the Bradley Board to reinstate international service to Europe and to help us promote increased international business traffic and business development with the direct exchange of commerce and capital, talent and tourism opportunities.

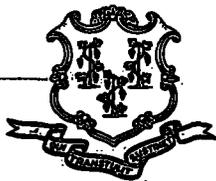
Overall, our investors recognize the tremendous value of having an international airport located in our region. We applaud the Department of Transportation for its maintenance of the airport and the outstanding staff who perform the airport's vital marketing and route development functions each day. One of the legislative proposals before the committee today addresses the governance of the airport, and we agree that it is important to consider whether the current governing structure enhances the airport's ability to grow.

For example, providing the Bradley Board of Directors more autonomy could facilitate hiring decisions, including setting appropriate compensation, regarding

staff at the airport and would also give the Board greater control over the airport's budget for marketing and route development. As a result, the Board would determine how and when all airport staff are approved for travel for route development and marketing purposes. This is essential to their ability to perform their duties without delay in a very competitive profession.

Such autonomy would put Bradley on par with other states' privately-owned and operated airports, with whom we are competing for direct flights and international service. Those airports have direct control over their marketing dollars and, therefore, greater flexibility assembling the incentive packages that are critical to attract new airlines. Bradley is at a disadvantage and has potentially missed out on opportunities to grow based on this lack of autonomy.

We look forward to working together with the committee this legislative session and ask you to support increased autonomy for the Bradley Board of Directors to support the marketing efforts of one of our state's key economic drivers.



STATE OF CONNECTICUT
OFFICE OF POLICY AND MANAGEMENT

February 16, 2010

Testimony of Robert L. Genuario
Secretary of the Office of Policy and Management
To the Commerce Committee

Regarding

Senate Bill 107, AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE

Senate Bill 109, AN ACT CONCERNING THE BRADLEY BOARD OF DIRECTORS

Thank you for the opportunity to present this testimony in opposition to Senate Bill 107, AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE, and Senate Bill 109, AN ACT CONCERNING THE BRADLEY BOARD OF DIRECTORS.

Developing both the transportation and economic development potential of Bradley International Airport has been and remains an important priority of this administration. However, we are unable to support either of these bills.

Despite the fact that developing Bradley's economic development potential remains a priority, we cannot support Senate Bill 107, AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE. There are three reasons for this position.

The first is money. The State of Connecticut is facing a projected deficit of over a half a billion dollars in the current fiscal year and serious financial difficulties in the next three fiscal years, at a minimum. Whatever the merits of the proposed tax credits and municipal reimbursements proposed in this legislation, we simply cannot afford them at this time.

I would also note that, while Senate Bill 107 is entitled "An Act Establishing a Bradley Development Zone", Sections 2, 3 and 4 of the bill are NOT limited to Bradley and the surrounding communities. Those tax benefits appear to be available, or potentially available, in every community in the state with public airports. That significantly increases the potential financial impact of the legislation.

Finally, Section 5 of the bill specifically authorizes the Bradley Board to contract with the Connecticut Center for Advanced Technology for several types of services. The Office of Policy and Management has consistently opposed legislation which authorizes or requires state contracting with specific vendors. We continue to believe that process is the antithesis of the open procurement that should be the hallmark of public contracting.


CBIA

Connecticut Business & Industry Association

**TESTIMONY OF ERIC J. BROWN
ASSOCIATE COUNSEL
CONNECTICUT BUSINESS AND INDUSTRY ASSOCIATION
BEFORE THE
COMMERCE COMMITTEE**

FEBRUARY 16, 2010

Good afternoon. My name is Eric Brown and I am associate counsel with the Connecticut Business and Industry Association (CBIA). CBIA represents thousands of businesses of all sizes throughout Connecticut that provide hundreds of thousands of Connecticut citizens with good jobs and good benefits.

CBIA is pleased to have this opportunity to voice our support for two bills on your public hearing agenda today:

S.B. No. 107 (RAISED) AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE.

S.B. No. 109 (RAISED) AN ACT CONCERNING THE BRADLEY BOARD OF DIRECTORS.

Merriam-Webster defines "commerce" as "the exchange or buying and selling of commodities on a large scale involving transportation from place to place."

Accordingly, it may be said that no other state-owned facility in Connecticut is of greater importance to facilitating our future participation in national and international commerce, than Bradley International Airport.

A 2005 report from the Department of Economic and Community Development estimated that over the following 20 years, on average, Bradley could contribute \$34

billion in economic activity to the state representing nearly \$11 billion in income for Connecticut residents and nearly 140,000 jobs.¹

According to the most recent economic impact analysis we are aware of (2008), Bradley currently contributes \$4 billion in economic activity to the state of Connecticut and the surrounding region, representing \$1.2 billion in wages and 18,000 full-time jobs.²

The has made great strides in the last few years but clearly we have a long way to go if the airport is to meet its enormous economic potential. CBLA continues to agree with the conclusions of the 1999 Schiphol report on Bradley that concluded the airport's competitiveness could be improved by treating the airport not just as a transportation facility, but as a business focused on return on investment.³

The creation of the Bradley International Airport Board of Directors in 2001 was an important step in moving towards a more business-like model for the airport. More steps need to be taken. Bradley remains one of only 2 state-run airports in the country. Without greater freedom to move quickly and independently from some of the more cumbersome and time-consuming constraints associated with being a governmental entity, we fear the airport may have difficulty retaining even its current level of economic activity, let alone achieve the exciting and crucial goals forecasted in the DECD report.

SB-107 and SB-109 represent additional steps that will move the airport towards greater economic competitiveness. SB-109 would reconstitute the board of directors, broaden

¹ The Contribution of Bradley International Airport to Connecticut's Economy, State of Connecticut Economic Impact Analysis, Department of Economic and Community Development, May 27, 2005.

² See DOT reference at: <http://www.ct.gov/dot/cwp/view.asp?A=1373&O=429554>

³ Bradley International Airport, 'At the Crossroads'. Prepared by Schiphol Project Consult B.V., 1999.

the board's authority to hire managerial employees, approve significant contracts and to work with the State Contracting Standards Board to streamline competitive bidding for contractors, vendors, professional and other services. SB-107 would establish a geographic area around Bradley where municipalities could enter into agreements regarding fixed property assessments on applicable economic development investments for a period of years depending on the amount of investment. The bill also contains provisions to help manufacturers and technology-based businesses located in within the zone.

These bills substantially represent the provisions of SB-154, An Act Concerning the Administration of Bradley International Airport, from last year's (2009) legislative session. That bill received approval from 5 committees, including unanimous approval from this committee as well as favorable approval by the Senate on a 29-7 vote. Unfortunately, the measure reached the House Calendar shortly before the session ended and was not called.

CBIA hopes the Commerce Committee will again enthusiastically support these measures and will work with leadership in both the House and Senate to assure full passage early in this legislative session.

Thank you for the opportunity to submit comments in support of these bills.

**JOINT
STANDING
COMMITTEE
HEARINGS**

**TRANSPORTATION
PART 2
253 – 519**

2010

147

March 10, 2010

csd/par TRANSPORTATION COMMITTEE 12:00 P.M.

REP. GUERRERA: Thank you, Cici. Any questions?
Well thank you for your patience.

CICI PETRI: Oh, you're welcome.

REP. GUERRERA: And thank you for your testimony.

CICI PETRI: Thank you.

REP. GUERRERA: John Fitzchela; is there a John
Fitzchela here? Eric Brown.

ERIC BROWN: I will try and be brief.

HB5460

Chairman Guerrero and Members of the
Transportation Committee, my name is Eric
Brown; I am with Connecticut Business and
Industry Association.

I wanted to testify on two bills today. The
first is Senate Bill 408, which I think as you
know, is substantially similar to bill 107,
which was heard in the Commerce Committee
recently. We've submitted similar comments as
well. I did want to add though, we're
supportive of the concept, and we're certainly
supportive of the state doing whatever it can
to bolster Bradley and the economic potential
that it has. And I've highlighted some
statistics regarding that in my testimony. We
just in -- we're hoping that all the -- all the
eggs for helping Bradley this year don't go
into the -- the tax credit area because
obviously as you know, this is going to be a
difficult year. And there's a lot of good
ideas out there that involve tax credits and
it's going to be something that the Finance
Committee is going to have to come to grips
with.

So, we wanted to make sure you're aware that
tax policy is one issue that can draw economic

investment to an area but it certainly -- there's certainly many other things that can do that as well. In our efforts in talking with companies and people that work for companies that make the decisions on where to go -- besides tax policy there's also things like permitting, both at the local and state levels that are consideration. If a state has a reputation for taking a long time for being uncertain in terms of what the outcome is going to be -- and then even when there is an outcome, there's an open ended opportunity for legal proceedings later on. This all hurts our opportunity to draw investment to the state. So I'm in the process of assembling a specific list of bills that speak to improving the regulatory process both at the local and state levels and I will submit them to you and ask you to consider supporting those. Again, in the same context of helping draw economic activity.

And secondly, quickly, House Bill 5460, on the Transportation Strategy Board, we're supportive of reconstituting the board. I put some specific suggestions into my testimony. We do think the board has some serious problems and needs some significant revamping. We do think the Governor does need to stay involved in terms of naming a Chair because I think everyone agrees that without strong leadership from the Governor on transportation it's going to be difficult for anything substantial to happen.

So that provides an opportunity to keep the Governor directly invested in the activities of the TSB which we think is a good move. We do recommend that the committee be thinned out from the TIA's and the Commissioners of the different agencies, we think there should be ample opportunity for dialogue with those

March 10, 2010

csd/par TRANSPORTATION COMMITTEE 12:00 P.M.

officials and those regions of the state but to have them as voting members of the board, particularly in the case of the TIA's the poor TIA rep is there, he's got to come home with the bacon, if you will, for his region, which kind of defeats the purpose of trying to do a more objective overall strategic planning. We think they play a vital role but that there's other ways to get that input and make sure that their concerns are addressed.

So I think I'll stop there. Again I'll be forwarding a list of bills to you that we think are helpful from a regulatory reform perspective. And I would be glad to try and answer any questions you may have.

REP. GUERRERA: Thank you, Eric. Again thank you for all the work you do in regards to representing the businesses out there. And especially thank you for helping out the Transportation Committee with such issues like this one and other ones that you've done in the past. So thank you for all your work.

Any questions to Eric?

Senator Frantz.

SENATOR FRANTZ: Thank you and I'll be brief because I know the hour is getting a little bit late.

Thank you very much Eric for highlighting those two bills and in particular the Governors bill regarding Bradley International Airport.

A previously discussed or heard bill has to do with the set-up of an enterprise -- airport enterprise zone. The principle behind that bill is near and dear to my heart and it is to many people on this committee to have an airport with such great potential and to have

SB107
SB408
SB109

it so well run. From an operational point of view, is great but if we could get it up to the point where the Board of Directors has the flexibility and the ability to -- on a very quick basis, make changes up there as compared to the way state regulation calls for hiring and firing and contract procurement and general procurement occurs. I think we're making a big huge step forward in terms of allowing that airport to reach its potential. So thank you for highlighting that.

Thank you, Mr. Chairman.

ERIC BROWN: I just would add, I think that's Bill 109, which if I'm not mistaken, almost passed last year. It got through the Senate, ran out of time in the House, so absolutely, we're in full support of that and hopefully it can make it over that last hurdle this year.

SENATOR DEFRONZO: Senator Boucher.

SENATOR BOUCHER: Thank you, Mr. Chairman. And thank you for coming to testify.

I did read with interest some of your remarks with regards to additional incentives outside of actually tax credits that might not be able to pass at the process but some of those have to do with the fact that Connecticut still is one of the very few states that actually runs an airport. And that you were highlighting the fact that we have managers that are unionized as I recall, and that could impede the ability for flexible changes that might occur during -- in a competitive environment.

So I appreciate that you have brought that to our attention again. Let's hope that some are listening.

Thank you.

ERIC BROWN: And I think Senator, a lot of discussions have gone on and my understanding is, the way the bill has been put together and the intention of the legislature is to in no way displace unionized workers up there. They're valued workers and it's more from -- frankly focusing on the management and how it's managed and -- so I appreciate that.

SENATOR DEFRONZO: Thank you, Senator. Thank you, Eric for taking the time to be here and your patience at this late hour of the afternoon. But we appreciate the input and the thought that goes into it on behalf of all the businesses here in Connecticut. We know now more than ever everything that affects businesses and jobs in the State of Connecticut is critically important. And it's great to have a qualified advocacy out there on their behalf. We take that seriously.

ERIC BROWN: Thank you very much. I appreciate that.

SENATOR DEFRONZO: Thank you. Any other questions?
Thank you.

Next we have Ryan Lynch.

RYAN LYNCH: Good evening. Thank you for the opportunity to testify tonight. My name is Ryan Lynch; I'm the senior planner and Connecticut coordinator for Tri-State Transportation Campaign.

I'll be very brief because I know it's been a very long day. I'm here to echo the Horse Council's call to support -- and as well as Commissioner Marie's call to support the Vulnerable User Bill.

HB 5457