

PA 11-142

HB6529

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**JOINT
STANDING
COMMITTEE
HEARINGS**

**COMMERCE
PART 4
899 – 1114**

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Next up is Senator Rob Kane.

Senator Kane. Good to see you this morning. It's two days in a row. We've have to stop -- have to stop meeting like this.

SENATOR KANE: That's what my wife says. Senator LeBeau, Representative Berger, thank you, members, Senator Frantz and Representative Camillo. First, let me say that Representative Labriola is in full support of the -- the bill in which I'm about to speak. Two, he cannot be here this morning as he is tied up in court.

Thank you for the opportunity to testify on behalf of H.B. 6529, AN ACT PROMOTING ECONOMIC DEVELOPMENT IN THE SURROUNDING AREA OF OXFORD AIRPORT. This important issue not only affects the 32nd district, but the entire state as a whole.

Of the communities I represent, no other facility is more important to our regional commerce than Oxford Airport. Oxford Airport generates jobs; good quality, local jobs. And it has yet to reach its full potential.

Creating an Oxford Airport Development Zone would capitalize on the airport's location in the western portion of our state. It would foster new business development, add jobs, and generate new state and municipal tax revenues.

As Legislators, we are always try -- striving to create policies which create win-win scenarios. H.B. 6529 creates that win-win scenario for Oxford, the region, and the state.

This bill is not unlike the bill we passed last year, which designates portions of the towns surrounding Bradley Airport as the Bradley Airport Development Zone, and provides tax incentives for new and existing

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businesses. That bill created one of the most vibrant economies in the region. It's very smart development. We have the infrastructure there. We have the roads there, and we have an airport there.

Similarly, this legislation is a very realistic way of maximizing Oxford Airport's positive economic impact. By creating an Airport Development Zone surrounding Oxford Airport, we open up opportunities, not only for the airport itself, but for the surrounding towns, which are also in great need of stronger revenue streams.

The net result of this small investment will be more jobs, more opportunities, and better economy. The sky is the limit for Oxford Airport. You can help unleash that potential by passing H.B. 6529.

SENATOR LEBEAU: Senator Kane, we like that. The sky is the limit. We're going to change the name of this bill to "The Sky is the Limit Bill."

SENATOR KANE: Gladly.

SENATOR LEBEAU: Let me -- I think we have a variety of questions on this. Let me defer to my cochair, initially. Mr. Chairman.

REP. BERGER: Thank -- thank you, Senator. Thank you, Senator, for coming before the committee this morning. I guess, you know, I like the components of the bill. I certainly like the economic development components.

But if I could deviate a little bit -- and I know you -- Oxford Airport is in your district -- and for the benefit of the committee, the Governor's proposed the tax on aircraft. And, you know, I've -- I've talked with Key Air there, and I know that they're part of your district.

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Can you just kind of expand a little bit about the impact of what could potentially occur with the Governor's proposal, the tax bills aircraft at that facility?

SENATOR KANE: You know, Representative, I'm glad you brought that up. Thank you for that. As -- as you, and I'm sure others have met with Key Air and other aircraft companies, it is very easy for those carriers -- for those planes to go elsewhere. Obviously, they can fly and have easy flight any time. The 20 mills would be devastating to the aircraft industry.

We are really seeing some growth at Oxford Airport. We have -- last year, if you remember, we passed legislation for a new hangar project at Oxford Airport, which is \$33 million of private investment. And I don't know how many of us around this table can speak to many companies for investing \$33 million of their own money in anything, let alone in this hangar, in particular.

So I believe that, (a), the hangar will never get built, and, (b), we won't see the expansion of the airport, including this enterprise zone that we'd be creating. And then, (c), lastly, I think the -- the aircraft will certainly leave. And I think you'll find that throughout the state but, most importantly, at Oxford Airport, as we -- as a number of people have testified this week in the Finance Committee.

REP. BERGER: Currently employed -- do you have a total number of employment of -- for, you know, just rough -- of employment at the airport?

SENATOR KANE: You know, Representative, I don't. But following me will be Herman Schuler. He is the economic development coordinator of the Town of Oxford. And -- and he is well-versed in many statistics, in -- in the airport, as

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well as the community.

As a matter of fact, there was a great article in today's Waterbury Republican about the growth in the town of Oxford. It's one of the fastest growing communities in the state, whereas, we're not seeing growth in other areas. So he can speak to that, and I'll allow him to do that.

REP. BERGER: Thank you.

SENATOR LEBEAU: Thank you, Senator. And perhaps I should hold my questions for -- it's not directly about -- who's that again?

SENATOR KANE: Mr. Schuler. Herman Schuler. He's --

SENATOR LEBEAU: He's the economic -- he's -- do we -- where is Mr. Schuler?

SENATOR KANE: He's here

SENATOR LEBEAU: Mr. Schuler, would you mind coming up right now?

SENATOR KANE: I know Herman had some hip surgery -- you want to sit right there? He had some hip surgery recently, so we'll give him a little opportunity to get there. Just hit that red button.

SENATOR LEBEAU: Herman, you've -- have you submitted written testimony also?

HERMAN SCHULER: Yes.

SENATOR LEBEAU: Excuse me?

HERMAN SCHULER: Yes, I have.

SENATOR LEBEAU: Okay.

HERMAN SCHULER: In the name of Mary Ann Drayton-Rogers, First -- First Selectman, who

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was unable to come today, she had a prior conflict.

SENATOR LEBEAU: Okay. I'm -- I'm looking at --

SENATOR KANE: Senator, if I might jump in for a moment. This is a bipartisan approach. Representative -- I'm sorry -- First Selectmen Drayton-Rogers is supportive. I also have Tom Gormley, the First Selectman of Middlebury here, as well. I know Representative D'Amelio is supportive. So it looks like just the people that have --

SENATOR LEBEAU: Let me ask a couple of questions about this. What are the number of -- how many airlines fly out of Oxford?

HERMAN SCHULER: None. They're all wide-cabin corporate jets. And we host them and board them on about 600,000 square foot of hangar space that was built on the Oxford Airport, by Keystone, since 1991.

SENATOR LEBEAU: So there are no airlines -- there are no airlines flying in and out?

HERMAN SCHULER: No, they're not airlines. These are wide-cabin corporate jets.

SENATOR LEBEAU: Well, what are the special attributes -- kind of, make your case, in terms of what are the special attributes of why -- we have five other airports in the state, in addition to Bradley -- or four other airports in the state, in addition to Bradley. Why should this have a special development zone around it, and not -- not those airports, and -- okay, let me ask that question -- what, you know, what is -- what's special about Oxford that we should do this? I mean, it's pretty clear what's special about Bradley. It is -- it's sort of, like, the flagship airport of the State of Connecticut. It's the largest. We have maybe 15, 20 airlines flying in and out, hundreds of flights a day. And we

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want to utilize the -- the traffic, help develop it economically. Tell me about Oxford, in terms of why it's special.

HERMAN SCHULER: Well, first of all, it's the second longest runway in Connecticut. It's a very capable airport. It has attracted a lot of private investment. In fact, we have a \$33 million project pending, and if we could only -- actually, you know, get all of the state agencies to agree that this was a good idea, we would've built it in 2007. Well, we're still waiting for that to come to fruition.

SENATOR LEBEAU: Let's say it does, okay. Let's say it does come to fruition. What's -- now tell me why it's special, and what's the \$33 million for?

HERMAN SCHULER: Well, the \$33 million will build the largest building in Oxford; 273,000 square foot double hangar. It will attract another 30 to 40 jets to be boarded there, and another 300 jobs on the airport.

We already have about a \$15 to \$18 million payroll on that airport, just from Key Air.

SENATOR LEBEAU: I'm sorry, how many jobs?

HERMAN SCHULER: It's about a \$15 to \$18 million payroll on that airport.

SENATOR LEBEAU: And how many jobs is that?

HERMAN SCHULER: About -- probably around 250 to 260.

SENATOR LEBEAU: And I would assume those jobs are in maintenance and --

HERMAN SCHULER: Well, they're maintenance; they're administrative. All of the corporate jets okay, basically, have training programs. They have crew administration training. The -- the jets, themselves, are sold into charter

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through a sales function that's hosted by Key Air. There's a restaurant there, that has a basement full of people providing in-flight meals.

SENATOR LEBEAU: Okay.

HERMAN SCHULER: All right. So it's, you know, it's a full-service airport. It's a very capable airport; has an extremely good landing system. And between -- actually, between Oxford and Bridgeport -- between Oxford and Bridgeport, I think we have close to 100 jets. And they've all been attracted to this state because this state provided the tax incentive of no sales tax and no property tax.

So what's special about the airport is we're building facilities to, basically, bring those jets in. We're also attracting export business for people like Sikorsky. Sikorsky is manufacturing helicopters and they need to deliver them. Right. They need to test them and deliver them to foreign countries.

SENATOR LEBEAU: And are they -- are they using Oxford right now, as an -- as a point of --

HERMAN SCHULER: Yes, they are.

SENATOR LEBEAU: -- point of exit?

HERMAN SCHULER: They are using -- they're using Oxford right now as a -- as a point of testing and final qualification before delivery.

In fact, we probably have an opportunity here to configure a foreign trade zone, which we've already approved, which would, basically, reduce the tariff charges on that kind of manufacturing.

And you asked me what was special about Oxford. What's special about Oxford is that we have a lot of green fields. We have a lot of land that's been sub-divided into

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shovel-ready lots. And we adjoin Middlebury and Southbury, which also has land, and is all clustered around exit 16 on I-84. We're -- we're one mile south of that exit. So we can do distribution. We can attract advanced manufacturing. We can do R&D.

And between the two towns of Middlebury and Oxford, we have a million square feet in 20 buildings already approved. And the roadway is already being built into that -- into that major area, some -- a little over 400 acres.

SENATOR LEBEAU: I'm going to go to Representative Camillo -- oh, excuse me -- can you hold on, Representative Camillo? (Inaudible.)

REP. CAMILLO: Uh-huh.

REP. BERGER: Thank you, Senator. Thank you for providing testimony here this morning. Can you, for the benefit of the committee, can you expand a little bit about the growth in Oxford and the region, over the last two or three years, and -- for the purposes of the committee so they understand both the economic development that's happening in Oxford, on the business side and population side -- so they can help -- help, you know, support the proposal here.

HERMAN SCHULER: Oxford is the fastest growing town in Connecticut -- 29.4 percent, I believe, since the last census. In the last six years, in-town employment has doubled.

We're attracting quite a few companies, okay, from outside of the state. We've had -- we had a -- we have an architectural lighting manufacturer, okay, that basically is headquartered in Austria. They do business in New York. They started their manufacturing operation in Connecticut, in Oxford.

We've approved 40 -- 41 buildings; we've built 23 in the last five years. And our grand list

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is up \$115 million on industrial and commercial and subdivided properties and personal property.

We also have the Towantic Energy Plant which is going to be the host. It's the -- it's the anchor for -- for the Woodruff Hill Industrial Park, which is half open. The town has developed that with private funding. That's 17 lots; 500,000 square feet, and we've sold three of them. So, you know, we've -- we've experienced a great deal of success.

As far as the population is concerned, we balanced our -- our population growth with an offer of age-restricted housing. We approved about 1100 units of age-restricted housing. And in the last six years, we've built 455 units, which is generating about \$2.5 million in taxes, without any pressure on the education system.

So, essentially, the town has a flat mill rate for the last six years because the growth of industrial, commercial and age restricted has effectively kept up with the -- the normal increase in -- in municipal and education costs.

REP. BERGER: Okay. And -- and for the purposes of the bill that's before the committee, you have extrapolated numbers that you would feel would, if this bill were enacted, how that would effect your grant list. Do you have a rough idea of a potential revenue stream or growth, as far as the --

HERMAN SCHULER: Well, as far as the airport is concerned, when the hangars are built on the airport, the airport's going to go from about \$30 million a year economic output, per the model, to about \$54 million a year on the economic model.

If we could bring up Towantic -- if we could basically get a -- an RFP that we could

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respond to, Towantic could be built within three years. It would reduce electric rates in the region, by somewhere between 6 and 8 percent, and probably drive down emissions in Southwest Connecticut by, maybe, 30 to 40 percent.

And I would -- I would suggest that what we would do with that is incorporate Towantic into an energy improvement district, where we would sell power to the three towns in this industrial area at a -- at a discount, which, of course, would now attract more manufacturing and anybody that, basically, has power in the process, because power here is very expensive.

REP. BERGER: Thank you for your testimony. Thank you, Senator.

HERMAN SCHULER: Okay.

REP. CAMILLO: Thank you, Mr. Chairman. Senator, how are you? Good morning. In addition to Bradley, the -- the other five airports, no one -- there are no other economic development zones. Correct?

HERMAN SCHULER: Not that I'm aware of. But we kind of, you know, took a model based on the Bradley initiative that, you know, Senator LeBeau and others have worked on previously.

REP. CAMILLO: Okay. And you said -- Mr. Schuler said it's -- that Oxford is the fastest growing town, and you have all that space there and -- but, currently, there are no commercial airlines flying in there. Correct?

HERMAN SCHULER: No commercial airlines.

REP. CAMILLO: Private jets.

HERMAN SCHULER: Yeah. Private.

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REP. CAMILLO: Are there any -- and you may have said this, and I apologize if you did -- there are no plans to --

HERMAN SCHULER: No.

REP. CAMILLO: -- to do that?

HERMAN SCHULER: Commercial aircraft, no.

REP. CAMILLO: Okay. Okay, I'm just trying to think ahead. I mean, I like the concept. I think it's --

SENATOR KANE: Yeah, no I -- I apologize. Not to interrupt you. You know, I think, what -- what you've seen here is the ability for Middlebury, Southbury, Oxford to get some commercial growth to offset the tax base. Because, typically, in small towns like ours, you are building your -- your local tax burden on the residential home payer, and we'd like to have that shift to a more commercial tax base.

And creating this enterprise zone would bring companies in that can create that type of industrial and manufacturing, and as -- as Herman said, research and technology, and those kind of things, right off exit 16, which would benefit all three towns.

I think all three towns struggle in -- in their local budgets. So I think we all know that in -- in a lot of our communities, so this would help offset that.

REP. CAMILLO: Yes. Sure.

HERMAN SCHULER: The way -- the way I see this, okay, from --

SENATOR LEBEAU: Through the chair, please.

HERMAN SCHULER: Say again?

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SENATOR LEBEAU: Through the chair.

SENATOR KANE: Through the chair. Go ahead.

HERMAN SCHULER: The -- the way Oxford sees this, okay, is that by consolidating, or by creating an enterprise zone around the airport that consists of parcels from all three towns, all three towns would be able to, basically, market this area with consistent tax rebates and -- and consistent marketing programs.

And depending on the parcels, okay, that are put into the -- into the enterprise zone, certain towns, okay, will fare better because of the nature of their parcels. Oxford has a lot of rock and a lot of wetlands, so our buildings are generally smaller. We have some real nice opportunities in Middlebury, okay, to put in, I would say, probably a million square feet on some of those parcels.

So we -- we could, basically, cooperate together instead of competing with each other for business. And we could offer a consistent package for this site selection marketplace, and so on and so forth. And that's the way I see it.

And the attributes of the enterprise zone would, effectively, be a marketing package and an enterprise or a -- a foreign trade zone facility, and probably reduced energy costs through an -- an energy improvement district.

REP. CAMILLO: Thank you. How -- Tweed, in New Haven, how do you compare it, as far as size and -- and business generated there?

HERMAN SCHULER: Well, Tweed -- Tweed has issues. Tweed has a short runway, and a -- and a very hostile environment from the standpoint of the neighborhood. It can't grow. It also has a very limited set of approaches. You can only land from the Southwest at Tweed, with a

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larger aircraft, because of the hills behind it.

Oxford doesn't have that problem. We have the second longest runway at 5800 feet. And we have an ILS system from the South, that will bring aircraft down to the 200 foot level. We have a GPS approach from the North that brings aircraft down to 400 feet.

We can handle larger aircraft than Tweed, and Bridgeport, from the standpoint of weight capability.

REP. CAMILLO: Okay. Thank you. Again, you said with the -- the growth there, you've been able to keep your mill rate steady for six years, you said?

HERMAN SCHULER: Yep, 20 mills.

REP. CAMILLO: I'm surprised that doesn't get out there more. You may -- might have more people moving there from around the state. Thanks for your question. Thanks, Mr. Chairman.

SENATOR LEBEAU: Thank you, Representative Camillo. Representative D'Amelio.

REP. D'AMELIO: Thank you, Mr. Chairman. Good morning to you, Senator Kane, and appreciate you putting this bill forward. And I appreciate the chairs for having the public hearing on here.

Can you explain, like -- you know, you and I have been involved with a couple issues that are going on at the airport, and I'm sure Representative Berger, in his younger years, visited the Oxford airport as we did. Can you just tell the committee what -- what's going on there today, I mean, the growth of that place over the last decade?

SENATOR KANE: Yeah, thank you, Representative D'Amelio, and thank you for your support. It

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-- it's truly been amazing. Especially, as Herman mentioned, we have a great restaurant. Chairman LeBeau, we'd love to have you come down and have a -- have a nice dinner at 121.

But the -- the growth, really is -- is in, as Herman said, in the aircraft that we've seen, with private jets, charter flights. I know that companies like ESPN, and others, use it, you know, for -- for a lot of different reasons. So the growth really, in my mind, which, the big deal to me is surrounding the airport, not just the actual planes themselves, but what can come because of it.

So when -- when we talk about the land mass that surrounds it in Middlebury, Southbury and Oxford, that's where I really would anticipate some -- some great growth and -- and commercial and economic development. We know we can work with some of the workforce agencies to bring jobs from, let's say, Waterbury and Bridgeport, and help bring those individuals in -- out to Oxford to -- to work in a lot of these facilities.

So I think we'll have a -- a great effect, even much wider than the -- the stamp we're looking at.

A VOICE: Through you, Mr. Chair?

SENATOR LEBEAU: Thank you, Representative.

A VOICE: No, can I ask --

SENATOR LEBEAU: Sure, go ahead.

REP CAMILLO: -- through you?

SENATOR LEBEAU: I wanted to -- the reason I changed -- changed speakers, that's right --

REP. CAMILLO: Yeah.

SENATOR LEBEAU: (Inaudible.)

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REP. D'AMELIO: Maybe this is through Mr. Schuler. Can you -- can you tell us, currently, how many -- how many airplanes are housed at the airport, and maybe what the capability is for the airport?

HERMAN SCHULER: Well, there are -- there are 60 wide-cabin corporate jets, okay, that are on the airport. These are turbine aircraft. About a third of them fly internationally.

So one of the reasons why we'd like to have customs services in the area is because these planes returning from international flights have to go to a port of entry, and then they have to cycle back to Oxford. So we would like to have customs services on the airport to allow them not to have to stop. Obviously, they have international range. They can go to Europe.

There is a whole series of twins and smaller, general aircraft -- general aviation aircraft, including some training that takes place on the airport. But the -- the purpose of the airport is, basically, to provide post and boarding and administrative services for wide-cabin corporate jets. It is not the -- the topology of the airport will not support freighting, for example, because it's built on the top of the hill. There's no place for a truck yard. There's no place for materials handling on the airport. Right?

So these are very, very clean, beautiful hangars, okay, that you can literally see the shine on the floor. And the market is to the -- the market that we've attracted here, all right, and the jobs that are in those buildings, basically, support that aircraft, support the administration of those aircraft. It's about six to seven people per aircraft, all right, in order to take care of one of these things. And they're all high paying jobs.

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I mean, the -- the master scheduler for Key Air is -- is a salary in the area of \$70,000, plus benefits, so you're looking at a \$100,000 employee there.

It can't do commercial. And it doesn't -- the airport master plan will not allow commercial. And, again, there's no place to park cars. I mean, the -- the airport is built on the top of the hill. If you're going to have commercial flights, obviously, you have to be able to provide for a large number of people to, basically, show up and park their cars and leave them there for some period of time. And it's not structured for that.

So the airport master plan says it's going to be a corporate master, or a corporate jet aircraft hosting and boarding and administrative facility.

One of the nice things about growth on the airport is that, as you get more jets, you begin to have opportunity to train people on avionic systems and simulators, and so on and so forth, so those are going to come to this new hangar, as opposed to exporting the crews to the places where the simulators are in other states.

So you're going to get sales tax revenue from that. You're going to get local GDP. Am I clear?

REP. D'AMELIO: One other question, Mr. Chairman. Just for the committee's sake, the properties that are around the airport, are -- are they zoned properly for an expansion of an enterprise zone? I mean, is there ample, you know, area for growth?

HERMAN SCHULER: In Oxford -- in Oxford, we have three and a half square miles of industrial around the airport, period. There are no -- there's -- there's no people there.

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REP. D'AMELIO: Uh-huh.

HERMAN SCHULER: I mean, we have some legacy homes, okay, that go back 20 years. But I think we have 27 homes in that three and a half square miles.

In Middlebury -- well, along Benson Road -- the (inaudible) camp is a significant parcel. And on the -- the East side of Benson Road, there's -- there's significant property that -- I don't know what the zoning of it is, okay, but it certainly doesn't have any people in it.

Southbury has some industrial, commercial on Old Waterbury Road, and some property fronting Route 188, which could be rezoned to commercial, and provide some of the commercial services for a larger workforce in that general area.

REP. D'AMELIO: Thank you. Thank you, Mr. Chairman.

SENATOR LEBEAU: Thank you, Representative. Let me ask just one more question (inaudible) then thank you for your testimony today. It's been quite enlightening. The -- what is the maximum size jet that (inaudible) at Oxford?

HERMAN SCHULER: We can handle 737s easily.

SENATOR LEBEAU: (Inaudible.)

HERMAN SCHULER: Yeah. And probably -- and probably something larger, okay, but -- I mean --

SENATOR LEBEAU: Have you had 737s landing?

HERMAN SCHULER: I'm not sure. I'd have to -- I'd have to consult with the airport manager. But let's not forget that the 737s can land in New Haven, also.

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SENATOR LEBEAU: Uh-huh. Yes, I'm aware of that.

HERMAN SCHULER: But only under certain conditions.
It cannot land in New Haven if the wind is from the Southwest, because that would be a tail wind going into that airport. And the problem with New Haven is, when you fly commercial out of New Haven, sometimes the plane doesn't come home.

I used to fly out of there on a normal basis, and I'd go to Chicago, and then the airplane would not come home, and I'd have to go to Bradley Airport or La Guardia, rent a car, and then go retrieve my car. And that's because that airport has severe limitations for those kinds of jets.

But we could easily handle a 737, and probably something larger.

SENATOR LEBEAU: Just as a quick follow-up to that, and we'll conclude your testimony. It's not the intent of the airport to really service that type of market. The market is corporate jets servicing, you know, like a timeshare ownership in corporate jets that are housed in hangar there, and then also the smaller type aircraft that are individually owned.

HERMAN SCHULER: Yes.

SENATOR LEBEAU: Is it your testimony that that is the intent of what you are going to do here?

HERMAN SCHULER: That -- that is the intent, and that is documented -- that is documented in the airport master plan, which was completed a couple years ago. There is no intention to provide commercial service out of that airport, nor is there any facilities there to allow for freighting, which might use some of those larger jets.

The wide-cabin corporate jet marketplace has

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been evolving into larger, quieter aircraft, because things like, Global Stars and the large CJs are running, what they call, "high-bypass engines." They're actually quieter than the jets that were built in the '80s, like the Lear Jets. So those jets are actually being --

REP. BERGER: And just one other follow-up, Senator. So it would be a concern of the committee here that we would not want a heavily competing situation to happen between -- at Bradley, which we're trying to expand, and an unintended consequence of doing this bill, which may intend to hurt our development in that area. So that is where I'm going with this. And I just needed you to get us to a comfort level.

HERMAN SCHULER: My -- my testimony would be that, based on the airport master plan, all right, and the general capabilities of that airport, that anything that's done on the Waterbury airport would be complimentary to Bradley. It would remove traffic from Bradley that Bradley can't handle, all right, and allow Bradley to be the commercial center for -- commercial operations center for the state. And this would become -- and the Bridgeport airport would become the wide-cabin corporate jet boarding and hosting facility.

REP. BERGER: Okay, thank -- thank you, Senator.

SENATOR LEBEAU: Thank you. Thank you both for appearing today.

First Selectman, Tom Gormley.

THOMAS GORMLEY: Morning. Good morning, sir. I don't want to repeat a lot what Senator Kane and Herman Schuler did say, but I want to speak on behalf of the Town of Middlebury in support of House Bill 6529.

Middlebury, basically, is a small bedroom-type

community. Our population is about 7200. We are almost sinking because the majority of our costs, almost three-quarters -- or 60 or 70 percent of every dollar goes to the regional school system. And we have very small areas to actually try to offset this. I've said this for the four years, almost, I've been in -- in this seat, is that Middlebury won't survive unless we can develop the nonresidential base.

In the past four years, the town side has either been at 0 -- last year, we were minus 3 and a half percent. This year, the Board of Finance is looking for a 4 to 6 percent cut -- I don't know how we're going to come to that. And the reason for that is that the regional school system, this year alone, is going up an additional \$675,000.

And when it comes to the voters, we have a larger town, which shares the regional school system, Number 15, Southbury, passes it, and then we're stuck trying to offset it. We don't have the -- the business that -- that Southbury has. We don't have the large retirement community they have in Heritage Village.

So when we're spreading the taxes over that, for Region 15 schools, we are in a big hurt, to say it very lightly. The only way that we can do that, as I say, is to try and support this. We do have a lot of areas around, as Mr. Schuler indicated, (inaudible) and those areas, where it has already been approved by planning and zoning.

To me, it's a win-win because people have been talking about regionalization. Why don't towns work together? Well, here's a typical example that Oxford, and Middlebury and Southbury join together. We're regionalizing -- the Town of Middlebury even backs up the Oxford Airport.

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If there was ever a crash, we -- we furnished and back up their services. So I would, very gratefully, ask that you support this bill.

SENATOR LEBEAU: Thank you. A couple -- couple questions, Selectman Gormley. First of all, what's the tax rate in Middlebury?

THOMAS GORMLEY: I think it's 23 mills.

SENATOR LEBEAU: 23 mills. That's pretty low.

THOMAS GORMLEY: Well, as they say, it's when -- when you take --

SENATOR LEBEAU: It's hard to -- it's hard to be that sympathetic at a 23 mill -- 23 mill rate.

THOMAS GORMLEY: Well, the tax payers don't feel that way. And as they say, the last -- last year alone we were --

SENATOR LEBEAU: I'm sure. Taxes -- taxes are always too high. Let me ask another question. What's your per capita income, Tom?

THOMAS GORMLEY: I don't honestly know. I think --

SENATOR LEBEAU: Ball park?

THOMAS GORMLEY: Ninety -- hundred thousand.

SENATOR LEBEAU: Okay. Any further questions by members of the committee?

Yes, Representative D'Amelio.

REP. D'AMELIO: Thank you, Senator. Tom, good morning to you, and --

THOMAS GORMLEY: Good morning.

REP. D'AMELIO: -- it's great to see you here at the state capitol, and you've been doing a great job in the Town of Middlebury, and I work -- enjoyed serving the -- my constituents

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that are there.

Senator LeBeau, just, you know, I just wanted to kind of bring out, you know, we have a low mill rate, but the assessments are our homes. What's the average home -- average taxpayer pay on their home in Middlebury? Do you have any idea?

THOMAS GORMLEY: Well, I have one that used to be worth 350. I think it's now, probably worth 275 with everything dropping, and I pay almost \$5000.

REP. D'AMELIO: Okay. Because I know, you know, one of the concerns in -- in Middlebury, and what I hear the most of is the high taxes, you know. There are neighborhoods that pay well over \$10,000 a year, and ---

THOMAS GORMLEY: Easily.

REP. D'AMELIO: -- just basic 3000 square foot homes, they're paying like \$12,000 to \$14,000 a year in property taxes. But how -- how would you, you know, how would this enterprise zone really impact Middlebury? I think you've touched on it --

THOMAS GORMLEY: Well, we have, I think, eight to ten proposed good-sized buildings that could be put in there. I think it was the pilot -- I can't remember the name of the outfit -- but Pilot Operation, or something was the name of the -- the prior firm. But the thing is -- is that, I think, the legislature has been asking, you know, let's try to regionalize, let's try to work together.

Here's an example that -- that three towns could really, you know, benefit tremendously by this. There would be shared services. The businesses would -- would interface and -- and support each other. And I think it's a -- it would be a win-win for everybody. It's not going to take away from -- from Bradley field.

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And I agree with Herman. I think it's going to be a supportive and a back-up to that.

REP. D'AMELIO: Yeah. You're -- you're absolutely right. And I -- and I think, you know, we're going to fill a niche that's -- that's needed in the state to provide corporate jet services. Because, as was mentioned, that -- we can't really go the route of Bradley Airport. We can't become a commercial airline.

THOMAS GORMLEY: No. I would think they would push that away to -- what's the other one in Hartford? I can't remember -- for support for the smaller planes. Brainard, thank you.

REP. D'AMELIO: Well, thank you, Mr. Chairman, and it's great to see you.

THOMAS GORMLEY: Thank you very much.

SENATOR LEBEAU: Further questions?

Let me ask you -- I appreciate -- particularly appreciate your comments about the regional -- regional working together. And Bradley Field -- at Bradley, the four towns that are involved in the Bradley Development Zone, and that's -- it's not an enterprise zone; it's a development zone. Make sure people start (inaudible) talk in terms of development zone, number one.

Number two, before they -- they got this -- and -- this development zone designation, for many years, they've been working together on a -- can't think -- I'm sure Senator Frantz here could tell me -- but they had -- they already had a regional organization of those four towns working together to -- for the development of Bradley Field, and the -- the area around it. Have you done so?

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THOMAS GORMLEY: Well, as I say, we -- we already support each other, just volunteer ambulance -- we actually back up the airport.

SENATOR LEBEAU: Have you done anything in terms of trying to do your own initiatives, in terms of economic development, as a region around Oxford Airport?

THOMAS GORMLEY: Well, we -- again, we -- the Town of Middlebury is unique. We don't have that many areas that we can --

SENATOR LEBEAU: (Inaudible.)

THOMAS GORMLEY: -- we can try to, you know, develop any -- any sort of zone or -- because we have a limitation, just by zoning alone, on where we can -- we can put those nonresidential buildings.

SENATOR LEBEAU: Right. Those are local problems. And this -- my clerk just reminded me -- is that Bradley Development League, that was a predecessor to the Bradley Development Zone -- and the Bradley Development League actually still exists, still does marketing, still brings people around together to do something.

So they -- they established this, I think, 12 -- 10, 12 years ago. And they were doing some regional activities in order to help develop the Bradley Airport, and helping each other in a very concrete way. And I'm just questioning whether you've done so also, and apparently not.

THOMAS GORMLEY: The -- I -- I think where just getting into more regionalization than we have. I think it's -- it's the wave of the future, in -- in small towns that may be, you know, kind of stuck to themselves, didn't think outside the box. But I think we're doing a lot of that right now. Even in communications, we're trying to get together business wise, right across the -- right

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across the board.

SENATOR LEBEAU: Appreciate that. Thank you very much.

THOMAS GORMLEY: Thank you, sir.

SENATOR LEBEAU: Further questions? Thank you very much --

THOMAS GORMLEY: Thank you very much.

SENATOR LEBEAU: -- for appearing today.

Representative Mae Flexer, and she's going to come up with Ellie Bisset.

REP. FLEXER: Good morning, Representative Berger, Senator LeBeau, and members of the Commerce Committee. Thank you for the opportunity to testify this morning in support of House Bill 6527, AN ACT CONCERNING TAX INCREMENT FINANCING IN ENTERPRISE CORRIDOR ZONES.

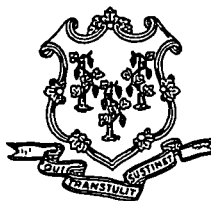
In the interest of time, I will be brief. I will not read my written testimony in its totality but -- in order to allow Elsie Bisset to -- to speak at length.

But I believe this legislation will enable communities to pursue new economic development opportunities through this important new, economic development financing tool. You are already familiar with tax increment financing, or TIFs, whereby a portion of the new taxes generated by a development project over a certain term can be used to pay for that development's improvement costs.

Connecticut does not currently employ an alternate method of tax increment financing termed credit enhancement. Because this concept is new to Connecticut, I propose that this new method for issuing TIFs be allowed, on almost a trial basis, by communities and enterprise corridor zones.

SENATOR ROBERT J. KANE
DEPUTY MINORITY LEADER
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State of Connecticut

SENATE

STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

Public Hearing Testimony
March 10, 2011
Commerce Committee
Rob Kane, State Senator, 32nd District

Good Morning Senator LeBeau, Representative Berger, Ranking Members Frantz and Camillo, and members of the Commerce Committee.

Thank you for the opportunity to testify today on behalf of HB 6529, An Act Promoting Economic Development in the Surrounding Area of Oxford Airport.

This important issue not only affects the thirty second district, but the entire state as a whole

Of the communities I represent, no other facility is more important to our regional commerce than Oxford Airport.

Oxford Airport generates jobs. Good, quality local jobs. And it has yet to reach its full potential.

Creating an Oxford Airport Development Zone would capitalize on the airport's location in the western portion of our state. It would foster new business development, add jobs and generate new state and municipal tax revenues. As legislators, we are always striving to create policies which create win-win scenarios. HB 6529 creates that win-win scenario for Oxford, the region and the state.

This bill is not unlike the bill we passed last year which designates portions of the towns surrounding Bradley Airport as the "Bradley Airport Development Zone" and provides tax incentives for new and existing businesses. That bill will create one of the most vibrant economies in the region. It's a very smart development—we have the infrastructure there, we have the roads there, and we have the airport there.

Similarly, this legislation is a realistic way of maximizing Oxford Airport's positive economic impact. By creating an airport development zone surrounding Oxford Airport, we open up opportunities not only for the airport itself but for the surrounding towns which are also in great need of stronger revenue streams.

The net result of this small investment will be more jobs, more opportunities, and a better economy.

The sky is the limit for Oxford Airport. You can help unleash the Oxford Airport's potential by passing HB 6529.



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TOWN OF OXFORD

S.B. Church Memorial Town Hall
 486 Oxford Road, Oxford, Connecticut 06478-1298
 Phone: (203) 888-2543 Fax: (203) 888-2136

March 10, 2011

Testimony – Mary Ann Drayton-Rogers, First Selectman, Town of Oxford

Herman Shula

Re: AN ACT PROMOTING ECONOMIC DEVELOPMENT IN THE SURROUNDING AREA OF OXFORD AIRPORT

The Town of Oxford hosts the Waterbury-Oxford Airport. The airport master plan defines the primary mission of the airport as hosting aviation services for 60 plus wide cabin corporate jets. Aviation services jobs on the airport involve maintenance, storage, administration and charter sales for these jets and could expand into crew training, flight testing and high tech research and innovation. The Oxford airport currently boards 62 turbine aircraft and is currently attempting to obtain approvals from OPM to build additional facilities to board 30 additional aircraft owned by fortune 500 companies. HB 6529

The airport is surrounded by 3.5 square miles of industrially zoned property in Oxford and additional property in adjoining Middlebury and Southbury in the area surrounding I-84 Exit 16. Oxford has enjoyed significant growth since 2000, i.e. 29% population growth, 50 % in-town employment growth, 21 new industrial buildings built since 2004.

Oxford has been attracting out of state business relocations and benefited from developers and investors willing to fund new flex-space buildings that attract start-ups and businesses that need to expand into larger facilities.

Technology Park is a recently approved Class 1 campus environment representing 20 buildings totaling one million square feet. Ten buildings are planned for Oxford and ten additional buildings are planned for Middlebury.

Middlebury has an adjoining campus properties owned by Chemchura Inc. plus a new area immediately north of the airport runway that is currently residential but involved in a buyout proposal that could result in redefining the area as part of a new Middlebury industrial zone.

Southbury also has industrial development on Old Waterbury Road which is part of I-84, Exit 16 area. Southbury could consider rezoning property on Route 188 in the vicinity of Airport Access Road to provide more opportunity to participate in industrial development in the airport vicinity.

The development areas in the three towns described above represent an opportunity to define and develop a regional economic center that could target aviation, distribution, and high tech manufacturing businesses and the availability of land to support other business clusters should expand the areas potential.

The Town of Oxford has approved development of a Foreign Trade Zone (by referendum) which could be integrated into the regional center and provide US Customs Services to the regional center and the aircraft fleet. A significant percentage of aircraft dispatched from the airport fly internationally and would benefit from on airport customs services.

A fully engineered and permitted Natural Gas Fired power plant (Towantic Energy) owned by GE is approved and fully permitted in Oxford's Woodruff Hill Industrial Park. When built, Towantic Energy would facilitate formation of a regional Energy Improvement District (EID) that could provision power at discounted rates to the regions businesses while providing waste heat to airport hangars and other industrial buildings in the area. Operation of the FTZ and EID could be accomplished under a newly formed regional operating authority.

Based on the legislative exception noted above, the Legislature should consider granting enterprise zone benefits to a newly formed Regional Economic Development Organization that could cooperatively developed the industrial space in the adjoining towns.

The Town of Oxford is interested in engaging in this effort and willing to commit resources and effort to explore the opportunity and bring the proposed regional economic district to fruition.

Regards

Mary Ann Drayton-Rogers
First Selectman
Town of Oxford, Connecticut

H – 1110

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THE CLERK:

House Bill 6629 as amended by House "A".

Total Number Voting 147

Necessary for Passage 74

Those voting Yea 147

Those voting Nay 0

Those absent and not voting 4

SPEAKER DONOVAN:

The Bill as amended is passed.

Will the Clerk please call Calendar 258.

THE CLERK:

On Page 39, Calendar 258, Substitute for House Bill
Number 6529 AN ACT PROMOTING ECONOMIC DEVELOPMENT IN THE
AREA SURROUNDING OXFORD AIRPORT. Favorable Report of the
Committee on Planning and Development.

SPEAKER DONOVAN:

The Chair of the Commerce Committee, Representative
Berger, you have the floor, sir.

REP. BERGER (73rd):

Thank you, Mr. Speaker. We are soon to call an
Amendment that's going to be a strike-all Amendment that
will now become the Bill. This is an extension of work
that we've done in the past for economic development around
airport zones, and this will directly affect Oxford

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Airport, which is the second busiest airport in the State of Connecticut.

Mr. Speaker, the Clerk is in possession of LCO Amendment 8049. I ask that he call and I be allowed to summarize.

SPEAKER DONOVAN:

Will the Clerk please call LCO 8049, which will be designated House Amendment Schedule "A".

THE CLERK:

LCO Number 8049, House "A", offered by Representatives Berger, Noujaim et al.

SPEAKER DONOVAN:

The Representative seeks leave of the Chamber to summarize the Amendment. Any objection? Hearing none, Representative Berger, you may proceed.

REP. BERGER (73rd):

Yes, through you, Mr. Speaker, the Bill establishes an Airport Development Zone in the section of Oxford, Southbury and Middlebury, which are adjacent to the Oxford Airport, and I move its passage.

SPEAKER DONOVAN:

The question is on adoption. Will you remark?

REP. BERGER (73rd):

Yes, thank you. Thank you, Mr. Speaker. It's important for the Chamber to know that the work that was done in the past, and specifically last year in Bradley Airport expanded an enterprise zone, which created tax incentives both in development of that zone, and also in expansion of corporations and benefits to corporations within that zone to expand.

It's important to understand that with that expansion comes economic development, job growth and tax revenue, both to the State of Connecticut and to the municipalities that will eventually surround that, being Oxford, Southbury and Middlebury, Mr. Speaker.

So with this, again, this Chamber will vote for economic development in those specific areas, and I move its passage. Thank you.

SPEAKER DONOVAN:

Would you care to remark further on the Amendment?
Representative Camillo.

REP. CAMILLO (151st):

Thank you, Mr. Speaker. Through you to the Chairman of Commerce, by establishing this economic development zone for Oxford Airport, how would neighboring airports like Tweed, New Haven and Bradley as well as the three other municipal airports be affected? Through you, Mr. Speaker.

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SPEAKER DONOVAN:

Representative Berger.

REP. BERGER (73rd):

Yes, through you, Mr. Speaker. One of the airports that the good Representative mentioned, was Tweed, which is somewhat of a separate entity from the other airports.

However, we are going to shortly do, in the next few days, an airport authority bill, which will have cognizance of changing how we market, changing how we create economic development and jobs in our airport system through the state.

Oxford Airport, through you, Mr. Speaker, is one of the busiest airports. It does have quite a corporate jet business and housing of hangar business in its facility.

So with the credits that may result in revenue losses, there is an extended gain in the future for future job growth and economic development, for revenue that will be through income of jobs, and through spurring assessment value of new properties on those municipalities' tax rolls.

Through you, Mr. Speaker.

SPEAKER DONOVAN:

Representative Camillo.

REP. CAMILLO (151st):

Thank you, Mr. Speaker, and thank you to the gentleman for his answers.

Through you, Mr. Speaker, by establishing this economic zone in Oxford, what will the cost be to not only Oxford but to the surrounding communities?

Through you, Mr. Speaker.

SPEAKER DONOVAN:

Representative Berger.

REP. BERGER (73rd):

Yes, through you, Mr. Speaker. For Oxford, Middlebury and Southbury, the municipal impact will be a grand list expansion, which will result in revenue gains for those municipalities. Through you, Mr. Speaker.

SPEAKER DONOVAN:

Representative Camillo.

REP. CAMILLO (151st):

Thank you, Mr. Speaker. Mr. Speaker, I think this is a very good Bill, certainly to the Town of Oxford, but also the surrounding communities.

As the good Representative said, this is a pro-commerce Bill and it's vital to that region, and I think as we go forward you're going to see more and more benefit from passing this Bill.

So I urge passage. Thank you.

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SPEAKER DONOVAN:

Thank you. Representative D'Amelio.

REP. D'AMELIO (71st):

Thank you, Mr. Speaker. Mr. Speaker, I rise in support of this legislation. I would like to thank the Chairman of the Commerce Committee, Representative Berger and the Ranking Member, Representative Camillo for working hard to get this Bill out.

Ladies and gentlemen, if you haven't been to Oxford Airport lately, I suggest that you go. It's quite an amazing story, the expansion that's occurred there.

I just want to point out that Oxford is not a commercial airport. It's for corporate jets only, and the amount of expansion that's occurred there, now we need to go outside the airport's perimeter to entice more businesses to come there, because there's many that are looking in that location.

This would not only be a benefit for that area, but also for the State of Connecticut and I urge this Chamber's adoption. Thank you, Mr. Speaker.

SPEAKER DONOVAN:

Thank you, Representative. Representative Larry Miller.

REP. MILLER (122nd):

Thank you, Mr. Speaker. I would just like to comment on the Amendment or the Bill.

Westchester Airport in New York has 15,000 employees. It is the corporate jet capital of America. Oxford Airport is trying to, I guess, copy some of the things they're doing out at Westchester, and they've become a very successful airport, and I think this Bill will go a long way in creating jobs, economic development for the area, provide the taxes.

We've got to do something because our state's in major trouble financially, and Oxford Airport is a wonderful operation out there and as Representative D'Amelio said, you ought to go out there and look at it because they've done a tremendous job.

And there's not a lot of problems with housing in the area, unlike Stratford and New Haven. Tweed is an airport that's under-utilized, for whatever reason it is, nobody can say why, but it is under-utilized. Of course, it doesn't help to have the airport in another community that New Haven owns and has to deal with. A similar situation with the Sikorsky Airport, which is in Stratford and it's owned by Bridgeport.

So these two airports are not making it without subsidization. But Oxford is, there's something that is a

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bright star for the State of Connecticut and we ought to do everything we can to make sure that they continue to grow and provide jobs and economic growth for the area, so I support this legislation. Thank you, Mr. Speaker.

SPEAKER DONOVAN:

Thank you, Representative. Representative Labriola.

REP. LABRIOLA (131st):

Thank you, Mr. Speaker. As the State Representative for the Town of Oxford I rise in strong support of this Amendment. I thank Chairman Berger for bringing this Bill out and his leadership on this issue.

By establishing these airport development zones around the area of Oxford Airport constitutes the creation of an engine for economic growth, and it is going to benefit the entire region around the Oxford Airport, so I urge adoption of this Amendment. Thank you, Mr. Speaker.

SPEAKER DONOVAN:

Thank you, Representative. Representative O'Neill.

REP. O'NEILL (69th):

Yes, thank you, Mr. Speaker. I echo the comments of the previous speaker and for the benefit of everyone in the Chamber and perhaps the other Chamber as well, would just make the observation that the official name of the airport

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is the Waterbury-Oxford Airport and it is a truly regional facility that benefits the whole State of Connecticut.

And it's a state-owned airport and a lot of money has already been invest there and we hope that this will be something that will tip the balance toward economic development that the area needs. Thank you, Mr. Speaker.

SPEAKER DONOVAN:

Thank you, Representative. Would you care to remark further on the Amendment? Care to remark further on the Amendment?

If not, let me try your minds. All those in favor of the Amendment please signify by saying Aye.

REPRESENTATIVES:

Aye.

SPEAKER DONOVAN:

Opposed, Nay. The Ayes have it. The Amendment is adopted. Do you care to remark further on the Bill as amended? Care to remark further?

If not, staff and guests please come to the Well of the House. Members take their seats. The machine will be opened.

THE CLERK:

The House of Representatives is voting by Roll Call.
Members to the Chamber.

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The House is voting by Roll Call. Members to the Chamber, please.

SPEAKER DONOVAN:

Have all the Members voted? Have all the Members voted? Please check the roll call board to make sure your vote's been properly cast.

If all the Members have voted, the machine will be locked and the Clerk will take a tally. Representative Morin.

REP. MORIN (28th):

Thank you, Mr. Speaker. I wish to be counted in the affirmative. Thank you.

SPEAKER DONOVAN:

Representative Morin in the affirmative.

Will the Clerk please announce the tally.

THE CLERK:

House Bill 6529 as amended by House "A".

Total Number Voting	146
Necessary for Passage	74
Those voting Yea	145
Those voting Nay	1
Those absent and not voting	5

SPEAKER DONOVAN:

The Bill as amended is passed.

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SENATE**

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June 7, 2011

Continuing calendar page 26, one additional
item: Calendar 598, House Bill Number 6629.

Move to place this item on the Consent
Calendar.

THE CHAIR:

So ordered.

SENATOR LOONEY:

Thank you, Madam President.

Moving now to calendar page 27, where we have
several items. First item, Madam President, is
Calendar 600, House Bill Number 6314.

Madam President, move to place this item on the
Consent Calendar.

THE CHAIR:

So ordered.

SENATOR LOONEY:

Thank you, Madam President.

Continuing calendar page 27, Calendar 601,
House Bill Number 6529.

Madam President, move to place the item on the
Consent Calendar.

THE CHAIR:

So ordered.

SENATOR LOONEY:

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Mr. Clerk.

THE CLERK:

Immediate roll call's been ordered in the Senate on the Consent Calendar. Will all Senators please return to the Chamber. Immediate roll call's been ordered in the Senate on the Consent Calendar. Will all Senators please return to the Chamber.

THE CLERK:

Madam President, the items placed...

THE CHAIR:

I would ask the Chamber to be quiet please so we can hear the call of the Calendar for the Consent Calendar.

Thank you.

Please proceed, Mr. Clerk

THE CLERK:

Madam President, the items placed on the first Consent Calendar begin on calendar page 5, Calendar 336, House Bill 5697.

Calendar page 7, Calendar 421, Substitute for House Bill 6126.

Calendar page 8, Calendar 449, Senate Bill 1149.

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Calendar page 10, Calendar 470, Substitute for House Bill 5340. Calendar 474, Substitute for House Bill 6274. Calendar 476, House Bill 6635.

Calendar page 12, Calendar 499, Substitute for House Bill 6638. Calendar 500, House Bill 6614. Calendar 508, House Bill 6222.

Calendar page 13, Calendar 511, House Bill 6356. Calendar 512, Substitute for House Bill 6422. Calendar 514, House Bill 6590. Calendar 515, House Bill 6221. Calendar 516, House Bill 6455.

Calendar page 14, Calendar 517, House Bill 6350. Calendar 519, House Bill 5437. Calendar 522, House Bill 6303.

Calendar page 15, Calendar 523, Substitute for House Bill 6499. Calendar 524, House Bill 6490. Calendar 525, House Bill 5780. Calendar 526, House Bill 6513. Calendar 527, Substitute for House Bill 6532.

Calendar page 16, Calendar 528, House Bill 6561. Calendar 529, Substitute for House Bill 6312. Calendar 530, Substitute for House Bill 5032. Calendar 532, House Bill 6338.

Calendar page 17, Calendar 533, Substitute for House Bill 6325. Calendar 534, House Bill 6352.

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Calendar 536, House Bill 5300. Calendar 537, House
Bill 5482.

calendar page 18, Calendar 543, House Bill 6508.

Calendar 544, House Bill 6412. Calendar 546,
Substitute for House Bill 6538. Calendar 547,
Substitute for House Bill 6440. Calendar 548,
Substitute for House Bill 6471.

Calendar page 19, Calendar 550, Substitute for
House Bill 5802. Calendar 551, House Bill 6433.
Calendar 552, House Bill 6413. Calendar 553,
Substitute for House Bill 6227.

Calendar page 20, Calendar 554, Substitute for
House Bill 5415. Calendar 557, Substitute for House
Bill 6318. Calendar 558, Substitute for House Bill
6565.

Calendar page 21, Calendar 559, Substitute for
House Bill 6636.

Calendar page 22, Calendar 563, Substitute for
House Bill 6600. Calendar 564, Substitute for House
Bill 6598. Calendar 566, House Bill 5585.

Calendar page 23, Calendar 568, Substitute for
House Bill 6103. Calendar 570, Substitute for House
Bill 6336. Calendar 573, Substitute for House Bill
6434.

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Calendar page 24, Calendar 577, Substitute for
House Bill 5795.

Calendar page 25, Calendar 581, House Bill
6354.

Calendar page 26, Calendar 596, Substitute for
House Bill 6282. Calendar 598, Substitute for House
Bill 6629.

Calendar page 27, Calendar 600, House Bill
6314. Calendar 601, Substitute for House Bill 6529.
Calendar 602, Substitute for House Bill 6438.
Calendar 604, Substitute for House Bill 6639.

Calendar page 28, Calendar 605, Substitute for
House Bill 6526. Calendar 608, House Bill 6284.

Calendar page 30, Calendar number 615,
Substitute for House Bill 6485. Calendar 616,
Substitute for House Bill 6498.

Calendar page 31, Calendar 619, Substitute for
House Bill 6634. Calendar 627, Substitute for House
Bill 6596.

Calendar page 32, Calendar 629, House Bill
5634. Calendar 630, Substitute for House Bill 6631.
Calendar 631, Substitute for House Bill 6357.
Calendar 632, House Bill 6642.

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Calendar page 33, Calendar 634, Substitute for
House Bill 5431. Calendar 636, Substitute for
House, correction, House Bill 6100.

Page 34, Calendar 638, Substitute for House
Bill 6525.

Calendar page 48, Calendar 399, Substitute for
Senate Bill 1043.

Calendar page 49, Calendar 409, Substitute for
House Bill 6233. Calendar 412, House Bill 5178.
Calendar 422, Substitute for House Bill 6448.

Calendar page 52, Calendar 521, Substitute for
House Bill 6113.

Madam President, that completes the item placed
on the first Consent Calendar.

THE CHAIR:

Thank you, sir.

We call for another roll call vote. And the
machine will be open for Consent Calendar number 1.

THE CLERK:

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

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Senator Cassano, would you vote, please, sir.

Thank you.

Well, all members have voted. All members have voted. The machine will be closed, and Mr. Clerk, will you call the tally?

THE CLERK:

Motion is on option Consent Calendar Number 1.

Total Number Voting	36
Those voting Yea	36
Those voting Nay	0
Those absent and not voting	0

THE CHAIR:

Consent Calendar Number 1 has passed.

Senator Looney.

SENATOR LOONEY:

Thank you, Madam President.

We might stand at ease for just a moment as we prepare the next item..

THE CHAIR:

The Senate will stand at ease.

(Chamber at ease.)