

PA 11-084

SB1003

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**COMMERCE  
PART 2  
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crunch, you will get a name tag that's not written on piece of paper shortly from our legislative management staff.

So Senator LeBeau, any comments?

SENATOR LeBEAU: Welcome, Joe. The House is a great place to be. It's going -- you're going to make a lot of good friends down there or up there, you know, over there -- over there. And it's going to be like over there this year, I think, so we have a tough year in front of us as you know.

I'm not sure why anybody would run for office, including everybody on this Committee and myself, but we did and we're here, and we welcome you because we're all in the field and there's -- it makes a special kind of person who is willing to put themselves on the line, and thank you for joining us here today, and the General Assembly.

REP. BERGER: Thank you. Thank you, Senator.

First up on the Legislator, Agency, Municipal Officials for today's Public Hearing is Mark Daley, Connecticut DOT.

MARK DALEY: Good morning. My name is Mark Daley. I am the Chief Financial Officer for Bradley International Airport and the five state-owned general aviation airports. And I am here on behalf of Commissioner Parker at DOT as well as the Administration to testify in support of Governor's Bill 1003, AN ACT CONCERNING THE CONNECTICUT AIRPORT AUTHORITY.

I have a brief statement that I'd like to go through and I'm certainly happy to

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take your questions.

Governor Malloy is proposing the creation of an independent airport authority for Bradley International Airport and the five state-owned general aviation airports. The new Connecticut Airport Authority will be autonomous in that it will be allowed to operate independent of the State's contracting, procurement and hiring requirements, and then that will provide these airports the flexibility to respond more quickly and efficiently to economic development opportunities at the airports.

Over the next few months the administration and ConnDOT will be working collaboratively with the General Assembly through this bill to create an authority with full jurisdiction and control over the airports as well as the discretion and resources needed to manage, operate and develop the airports in lieu of the existing multi-layered structure of governance.

There are some broadly defined powers that the airport authority will need in order to succeed in this effort and I'll go through those, the main powers for you.

First of all, adopt and approve all plans and procedures related to the operation, management, and development of the airports. Of course, we need to be -- have the flexibility to establish our own organizational structure including the number and type of positions, position descriptions, the authority's duties and responsibilities of management and staff.

We need to establish and implement policy and procedures for the qualifications; outreach criteria, evaluation and hiring of management and staff; adopt and approve annual operating capital budgets; adopt and approve policy and procedure related to the development, lease, and use of airport property; execute fully on behalf of the staff all leases, concessions, operating agreements, permits, licenses and other documents providing for the development of the airports; establish and implement policy and procedures for the solicitation evaluation and selection of contracting vendors. Essentially we need to be able to establish our own supply chain.

The Department is proud of the accomplishments that it has had at the airports over the years, but we do recognize the constraints of operating in the current structure of governance, and that does not always allow the full flexibility to respond to development opportunities and staffing needs as quickly as we would like.

The State needs the Airport Authority to bring the airports to the next level. DOT recognizes this, and so we -- we do support the bill, and we will further support the Authority as it evolves into its own entity. So we are excited about the potential opportunities that lie ahead for these -- for these assets.

And with that, I'd be happy to take any questions you have.

REP. BERGER: Thank you, Mr. Daley. You said,

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to bring the airport to the next level. Could you expand a little bit on that, on what you think the next level should be and why we haven't achieved that level to this point?

MARK DALEY: Sure. I think the next level is further development of the facilities that involve better and more responsive interaction with the private sector.

We have had a long-established goal at Bradley for international service and I think we have had some challenges stemming from the existing structure of governance that an authority could provide a more responsive menu, so to speak, of incentives in order to achieve that goal.

There are other private investments that we need to make in the airports to bring them to the next level. We're now embarking at Bradley on the next phase of a terminal redevelopment program that will involve demolishing the Murphy Terminal and realigning the roadway, and creating a consolidated rental car facility right across from the terminal. There's a lot of interaction with the private sector that needs to occur in order for that to be brought to fruition. So those are just a couple of examples, sir.

REP. BERGER: All right. Thank you.

Senator LeBeau.

SENATOR LeBEAU: You know, kind of following up and proceeding at the same time. Why are we proposing this? What is the major

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thrust behind the bill? What -- what's the rationale for creating a new structure for Bradley? I mean, I've got my own, but I want to hear what the Administration is saying.

MARK DALEY: Well, I think we need -- we need a structure of governance to oversee these airports that is more responsive to job growth and economic development opportunities. I think that is the essence of the proposal.

SENATOR LeBEAU: Could you tell me how does this -- you may not know this, but -- Mr. Daley, but could you tell me how this bill differs? Does it differ substantially from the bill that we had last year in front of this committee which actually came from this committee?

MARK DALEY: I'm not familiar with last year's bill, so I apologize for that, and I wouldn't be able to elaborate on what the particular differences might be.

SENATOR LeBEAU: So essentially what we're doing is we're going to be giving the airport authority powers that -- where do these powers currently reside? Within DOT?

MARK DALEY: Yes.

SENATOR LeBEAU: And the idea is that DOT being really mostly about roads and about different forms of transportation, are not necessarily as well attuned as an authority might be to the business aspects of running an airport. Is that the assumption?

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MARK DALEY: Yes. I think that's an excellent observation. Bradley and the five general aviation airports are true business entities, and they need to be managed with that concept in mind.

The Department of Transportation is -- and the structure of governance beyond DOT as applied to these airports is not supportive of that, that basic business concept for these airports.

SENATOR LeBEAU: And in last year's bill, it was said of the bill that the authority really would not, in a sense, have anything to do with the runways, the actual flights, the operations of the airport as an airport. Would that also be true under this bill?

MARK DALEY: Not necessarily. I think that the intent here is -- well, I think there's a couple of answers to that question.

First, the bill is clear that the employees will be State employees.

SENATOR LeBEAU: Uh-huh.

MARK DALEY: All right. They will be transferred to the Authority and then the Authority will have full discretion and control to evolve its business and operational practices. There are a number of operating plans and certifications that actually have to be on file and approved at the federal level with FAA that govern how all of the airports are operated, the details of the actual operation on the field.



All of those plans will need to be reviewed and approved by FAA. They currently exist in the format of the DOT's operation. And so as the airport authority evolves, there will be further interaction with FAA on those operating procedures and how they apply to the authority moving forward. But I think the intent of the bill was that the airport authority structure would oversee those operations as well.

SENATOR LeBEAU: Okay. The -- I assume that the airport employees, you said that they were unionized -- excuse me, you didn't say that. You said they were state employees. I assume that they would have -- continue to have the same rights as employees, and that that would not change under this bill.

MARK DALEY: That's correct.

SENATOR LeBEAU: So they would be able to maintain their union, their union membership if they have it, and to continue with the same rights and responsibilities that they have currently.

MARK DALEY: That is correct.

SENATOR LeBEAU: Would the authority have the power to hire and fire?

MARK DALEY: Yes.

SENATOR LeBEAU: And but there's not -- but this bill does not foresee that. It has the power, but it doesn't foresee any reductions in staff. Does --

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MARK DALEY: Correct.

SENATOR LeBEAU: -- does it foresee a reorganization of those employees?

MARK DALEY: Right. The bill contemplates that the unionized workforce would be transferred over to the Authority in full. The union employees will have an option under the bill to either go over there or stay in their current position, and I think there are provisions for, you know, all of the applicable union protections and seniority and whatnot apply in this transition as well.

SENATOR LeBEAU: You said, go over there, so that you're contemplating also -- I -- I'm just reading into what --

MARK DALEY: Right.

SENATOR LeBEAU: -- you just said -- some movement from people at -- who are at DOT in your offices in Rocky Hill?

MARK DALEY: No. No, I didn't mean to -- by I go over there in the sense of just a change in the organization.

SENATOR LeBEAU: Okay.

MARK DALEY: Not necessarily a physical relocation.

SENATOR LeBEAU: Would there be any movement of people from the current offices at the DOT to the airport or vice versa?

MARK DALEY: I don't believe that that's necessary in the immediate future. I think once the airport authority is in

existence and it contemplates, you know, how it wants to operate its business moving forward, then they -- that may be a decision that's made at that point. But the creation of the Authority and its initial evolution, I don't think, is dependent on any relocation of employees out of DOT.

SENATOR LeBEAU: Okay. I mentioned unions because you didn't, but do you know what is -- what are the main unions, the principle unions that are involved at Bradley? State employees?

MARK DALEY: We have A and R employees. We have engineers. We have maintainers. And we have --

SENATOR LeBEAU: Those are separate unions?

MARK DALEY: Yes. And we have clerical as well.

And I should point out obviously we are going to continue to work with the administration. The bill is a work in progress, so the extent as we identified these issues, particularly with regard to, you know, movement of employees and union rights, that's clearly something that will continue to evolve if necessary.

SENATOR LeBEAU: What is the total number of state employees approximately? Ballpark number of state employees at Bradley?

MARK DALEY: At -- physically located at Bradley, there is roughly 105.

SENATOR LeBEAU: 105, now --

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MARK DALEY: And then --

SENATOR LeBEAU: You're making a distinction here?

MARK DALEY: Yes. There's -- there -- those are the employees that are physically located at Bradley. I think that was the question.

SENATOR LeBEAU: Right.

MARK DALEY: In addition to those, there are roughly 20 back in the DOT offices, and then -- I'm sorry.

SENATOR LeBEAU: No. Go on.

MARK DALEY: Yeah, okay. And then the general aviation airports would bring the total number of employees to the 150 range. And that's union and management.

SENATOR LeBEAU: But you're not anticipating actually moving those 20 DOT to Bradley?

MARK DALEY: No.

SENATOR LeBEAU: And they would not work for the authority, those folks who are still --

MARK DALEY: I think that's -- as far as management is concerned, I think that's where the authority will need to come into existence and identify the management that would be brought over.

SENATOR LeBEAU: As you said, as the bill evolves, there will be some decisions as to who --

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MARK DALEY: Yeah.

SENATOR LeBEAU: -- as to who is brought and who is not, and what positions are necessary for the function of Bradley.

MARK DALEY: Yeah. That's a yes, I think.

MARK DALEY: And for the Bradley Authority to run the airport.

MARK DALEY: Yes. I think that's clearly part of the process. Yeah.

SENATOR LeBEAU: Okay. So you see -- so what I'm hearing here is we have some broad strokes in terms of reorganization, but we're going to be -- this is going to be evolving as we go forward?

MARK DALEY: Correct.

SENATOR LeBEAU: Okay. Thank you, Mr. Chairman.

REP. BERGER: Thank you, Senator.

Senator Frantz.

SENATOR FRANTZ: Thank you.

Good morning, Mark, and thank you for your testimony. You've done a terrific job as Bradley's CFO. That's not your title, but that's what you've been for six or seven years now. You've done a terrific job through thick and thin. And given your background, I think, you're the absolutely perfect person to usher Bradley Airport through this transition.

We know something is going to change going forward as it relates to the governance structure, and hopefully the management structure as well.

I am concerned a little bit about not going far enough with this specific bill in that we may be just reshuffling positions and individuals around, creating what looks like a more independent authority while maybe not even coming close to achieving that.

We all know that the biggest hindrances at the airports -- at the airport is the lack of flexibility, the slowness in procurement, hiring, firing, contracting, et cetera. And to a degree, the culture of DOT, which is perfectly appropriate for other functions, may not be appropriate for the thriving dynamic business that Bradley International Airport is. This is separating the general aviation airports from Bradley.

So Senator LeBeau was going down that road, and I would like to reiterate my support for more independence, not only in terms of how it's structured -- and you will be a key player in this moving forward because of your institutional knowledge at the New York Port Authority. But if you could -- you don't have to react to this -- but if you could integrate into the plans going forward more flexibility in terms of the working arrangements, some of the conditions that come with employment so that we can, in fact, run the airport like a business.

The operational end, we all know, is 99.9 percent where it needs to be, maybe a

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hundred percent these days. Operators love it. On the business end of it, we absolutely have to run it like a business. It could be a huge revenue generator directly and indirectly for the State if we do it properly, and I'd just hate to see us go down this road without having the flexibility of the right people in the right spot with the right compensation packages.

Thank you.

MARK DALEY: Thank you.

REP. BERGER: Thank you, Senator.

As a followup I might want to make, before (inaudible) makes a comment, and you were hitting right on the mark what I was very, very concerned about, too, is that having more of a business element -- and I see within the body of the language is in lines 39 through 44 or thereabouts.

You know, you talk about the business involvement, business leaders; addressing those concerns and having parameters for those that have served on a board of directors, you know, having a strong business tie. Because we need to move this out, out of the realm of bureaucracy and have it more in a business climate, which is a revenue generator for the State. So, thank you.

Thank you, Senator.

Representative Camillo.

REP. CAMILLO: Thank you, Mr. Chairman.

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Good morning, Mark.

MARK DALEY: Good morning.

REP. CAMILLO: Just a question. I know you said you had 105 employees there and 20 at the DOT offices. And then I missed it. I was doing something over -- you said roughly it's going to be around 150. Where were the other employees?

MARK DALEY: The other employees are physically located at three of the general aviation airports. We have airport employees at Groton Airport in New London, Brainard in Hartford and Oxford Airport in Waterbury.

REP. CAMILLO: Okay. Thank you. I was missing that.

For the same reasons to parrot Senator Frantz and Representative Berger, I think it's a good idea, but I do have some concerns about, you know, more of a business-type approach to it and, you know, at a time when we're consolidating things, agencies up here and going in that direction, which we should be doing, and we should have been doing a long time ago, this looks like it's going in the other way. It, you know, could be looked at as a little bit of an expansion, you know, of government.

So in -- at a time of consolidation and elimination, I just would hope that we, you know, for all the good things, the reasons we're doing this, that we keep our eye on that, too, so it doesn't get out of hand on the other end.



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MARK DALEY: Yeah. Absolutely. I think that's, you know, and I have had some, you know, involvement in this so far, and I think my perception is the intent is clear here and as the bill continues to evolve that there will be an autonomous airport authority with all of the flexibility Senator Frantz and the other members of the Committee are concerned about.

That is -- that's the honest perception that I'm getting as a participant in this.

REP. CAMILLO: Okay. Thank you very much.

REP. BERGER: Thank you, Representative.

Any other questions or comments from Committee members?

Thank you for your testimony.

REP. BERGER: Thank you.

REP. BERGER: Acting Commissioner Ron Angelo, DECD.

RONALD ANGELO: Good morning, Senator LeBeau.

Good morning, Senator LeBeau, Representative Berger, Representative Camillo. My name is Ron Angelo, and I'm the acting commissioner, Department of Economic and Community Development. I'm here before you to discuss DECD's support for Governor Malloy's proposed Senate Bill 1002, AN ACT TRANSFERRING THE OFFICE OF WORKFORCE COMPETITIVENESS AND COMMISSION ON CULTURE AND TOURISM TO THE DEPARTMENT OF ECONOMIC AND COMMUNITY

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REP. KLARIDES: That's okay, Senator. I'll give him a pass this time.

REP. BERGER: I corrected myself.

REP. KLARIDES: Thank you.

Good morning, Chairman LeBeau and Berger, Ranking Members Camillo and Frantz. I'm here today to express my support for H.B. 6456, AN ACT ESTABLISHING A LIVE HERE LEARN HERE PROGRAM, and S.B. 1003, AN ACT CONCERNING THE CONNECTICUT AIRPORT AUTHORITY.

One of the largest issues facing Connecticut and our jobs as Legislators, is a loss of our educated youth to other states due to the high cost of living and unfriendly business climate. Connecticut is currently ranked number 1 in the country in losing its educated youth to other states. If this problem continues the long-term effect will be disastrous. As young people flee the state, our population will continue to grow older with fewer young professionals available to share the burden of paying taxes that help pay for services to our neediest of our population, thus placing further strain on our economic condition.

We simply can't afford to lose these people anymore. We talk day in and day out about what a strong, bright, young workforce we have and how we have the best and brightest in this country. We see it every day each one of us in our districts. We see the classes and schools coming up talking about the wonderful things they do. We see these

reasons they consider moving out of the state. This bill not only provides incentive for our young professionals, but it will also help and encourage business to stay in state.

I'd also like to comment, as I mentioned before, on S.B. 1003, Governor Malloy's proposal establishing the Connecticut Airport Authority.

Governor Malloy, as we've heard already today, has put forth a proposal regarding Connecticut's airports. And while we applaud his proposal and certainly agree with, and have talked about in prior years, doing such a thing, we don't feel it goes far enough.

The Governor's proposal is more business as usual. Under his proposal the new Connecticut Airport Authority's workforce will be comprised of state employees who will be members of a bargaining unit and collective bargaining agreements. The authority will have the ability to increase its workforce at its own discretion, which could lead to an increase in the state's workforce. This new authority will give the Governor more power over the members of the board. Currently, the Governor appoints one member. Under this approach the Governor would appoint three members.

There's no need for the Governor or the State of Connecticut to be in the business of running airports or ferry services. We should be trying to shrink government's role, not increase it.

On January 25th, the Legislative

Republicans, House and Senate, unveiled its common sense commitment proposals for the 2011 Legislative session. One of those proposals was to establish a quasi-public port authority having independent bonding authority, management, ownership control of all state-owned airports and ferry services.

There are currently only a handful of state-owned airports in the country. Our proposal would create a quasi-public port authority and enable us to eventually sell these airports and ferry services to the quasi-public. The point of this, and the difference between our proposal and the Governor's proposal is getting us out of the airport and ferry business.

I know that you have asked questions of people that have testified earlier today and I know one of the questions was, do we -- it seems that we all agree, you know, as to this Bradley Airport and other airports and ferry services, making it a quasi-public agency.

The real problem I guess is, does it accomplish the goal that we've all been talking about from the Governor's budget proposals to legislative, Republican -- legislative Democrat proposals to shrink government? I would say that ours does because by creating this it does not guarantee shifting of employees, it does not guarantee who's getting what, making what. It allows a private entity to run a business as we've all heard today, as we hear other days as business should be run.

Our proposal will decrease state

involvement in our state's airports and put them in the hands of private companies that are best equipped to maximize the potential of Bradley Airport. I've been fortunate enough to fly in and out of Bradley Airport many times and I have to say it is one of the best airports I've flown in and out of. It's easy to get in and out of. It's efficient. I actually enjoy that process when I'm in and out of it.

Unfortunately, the operation of it, as I know was mentioned by DOT earlier, DOT does a lot of things well, and quite frankly, I think they're overburdened by putting things on their plate that really aren't part of what they do best.

We have all discussed the need to create a smaller government and a more efficient government and this proposal would certainly go a way in doing that.

Thank you very much for listening to me. I'll certainly answer any questions I can.

REP. BERGER: Thank you, Representative.

Questions from Committee members?

Representative Camillo.

SENATOR LeBEAU: I just --

REP. BERGER: Oh, I'm sorry.

Senator LeBeau.

SENATOR LeBEAU: Yeah. Could you explain, in terms of Live Here/Learn Here, you were

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we opened it up to students who go out of state, obviously the cost, we would expect that to rise.

REP. LaVIELLE: I think that's an interesting idea as well, because sometimes you have, say, a specialty that you can't get in Connecticut, and you go get your education somewhere else and then you want to engage in that specialty here.

REP. BECKER: But it might even be for programs that do exist in Connecticut, but people go to out-of-state schools, whether it be MIT or --

REP. LaVIELLE: Sure. Yeah, I was just thinking of a rationale, but, yes, I think that's a -- that's an interesting idea to consider as well.

REP. BECKER: Great. Thank you.

REP. LaVIELLE: Thank you.

REP. BERGER: Thank you, Representative.

Any other questions.

Okay. Thank you for your testimony.

REP. LaVIELLE: Thank you very much.

REP. BERGER: We're outside the first hour of the meeting. We're going to alternate now between the legislator, agency, municipal official and public portion.

First up on the public portion is Oz Griebel.

OZ GRIEBEL: (Inaudible) -- alliance here to

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testify in support of the Governor's bill, 1003, on the Connecticut Airport Authority and also to identify a couple of -- at the same time, to identify a couple of concerns.

I had the opportunity earlier this decade to serve as chairman of the transportation strategy board, and as a result of that served on the Bradley board under it's composition for five years as well. So we are very supportive of the notion of a coordinated airport strategy particularly starting with the airports that the State owns.

We would also call to the committee's attention the fact that one of our airports, which is very important to the southern part of the state, namely Tweed, is not part of this discussion. And when we were on the trans -- when the transportation strategy board had its thoughts on this back in 2003, the idea of integrating an approach so that there would be a more coordinated opportunity to commercial air development as well as cargo was an important one.

The particular concern that we just want to raise deals with Bradley and the opportunity that's before, I think, the Legislature today and the Governor to invest that board with more power even before launching into something as broad a new airport authority.

Our concerns around the airport is that it remains one of the State's, if not the State's most important physical asset, in terms of economic development, job retention and job attraction. And yet at



the same time, it's one of the State's most under leveraged assets.

When the board was created back in 2001, the purpose was to provide a greater focus on a route air -- route development, both domestic and international, as well as using the airport as an attraction for a greater expansion in and around the four towns that abut the airport.

And certainly, there's been a fair amount of progress on all fronts. There has been domestic route development over the last decade. We had a brief moment with Trans-Atlantic service with the northwest service to Amsterdam in the middle part of the decade. And the Bradley Development League was formed last year with this Legislature's approval to look at expanding the capacity, the development around the airport.

Our short-term concern is that the amount of time that will be needed potentially to put an airport authority together will leave additional time to go by the boards where the airport does not have the leadership that we believe it needs on that route development and marketing area, particularly in something along the lines of international transatlantic route development.

We've had opportunities I believe to secure service over the last couple of years where that has gone by the boards because of either travel bans that the executive branch has implemented, or because of concerns on not wanting to negotiate appropriate landing fees to

concessions with an airline that would be willing to do that.

And it's those kinds of things with the existing board that this - that we believe the Legislature could invest with appropriate power to let that board move forward so that that airport, Bradley Airport, as I said earlier, is more fully leveraged for the benefit of the State for job retention and job attraction.

So I appreciate the opportunity to spend a few minutes with you to support the bill with the concerns that I've identified. And certainly be willing to answer any questions that any of the committee members have.

REP. BERGER: Thank you, Mr. Griebel, for your testimony.

I'd like to go back, for a moment, and just kind of get your thought and opinion on my concern -- but I see in some of the language of the bill some of that concern is somewhat alleviated -- on having more of that business component incorporated into the management structure, and a board of director structure for Bradley.

Because it's certainly my concern now that through DOT that it's been more of a bureaucratic struggle in trying to advance the airport. And again, looking for your reinforcement on that on the business development side model.

OZ GRIEBEL: We would -- if i understand your questioning correctly, Representative Berger -- we clearly believe that the business perspective needs to be

appropriately represented on that board for a variety of reasons, not the least of which is to make sure that the route development ideas, for example, are going to meet the needs of business travelers as well as leisure travelers.

And when the board was first put together, as I said, earlier in the decade, I think it was given the appropriate visibility by then Governor Rowland and then subsequently by Governor Rell. But over the last several years it seems that the board has kind of been moved off to the side both in terms of where it's reporting as well as the frequency of its meetings. And that's why I say I think that investing that board with appropriate authority around key hires -- and I understood the comment earlier, that we're looking to give the board the authority to increase state employment.

I think the issue about what positions are needed in the executive component of the airport are critical. Marketing particularly we think is absolutely vital, and the ability of the board to have control over certain negotiations where it can forgive landing fees or negotiate lower landing fees if that's going to be the kind of incentive that's needed for that route development. Those kinds of things we think don't require a significant amount of change but with that change, I think it'll be a more effective board.

And I also think, Representative Berger, you'll attract an ever higher quality of people who want to submit their names for

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consideration to nomination for that --  
to that kind of an operation.

REP. BERGER: That's correct. It won't just  
be a rubber stamp.

OZ GRIEBEL: Correct.

REP. BERGER: Thank you.

Senator LeBeau.

SENATOR LeBEAU: Thank you, Mr. Griebel.  
Thank you for coming today and testifying  
on the bill.

OZ GRIEBEL: Thank you very much, Senator.

SENATOR LeBEAU: Let me ask a question.  
(Inaudible) back to you, the testimony  
with regard to flexibility, and you  
mentioned this, our one outstanding  
concern regarding Senate Bill 1003 is  
that there's no contingency in place for  
the interim transition between today's  
status quo and the establishment of an  
entirely new quasi-public authority.

OZ GRIEBEL: Correct.

SENATOR LeBEAU: How would we do that?

OZ GRIEBEL: Well, my belief, Senator, is that  
you already have -- the board already  
exists and the ability to provide  
additional authority to that board, has  
been talked about. I know there have  
been bills that have been introduced in  
the past here about giving the board  
specific authorities over hiring key  
positions, certain positions, as well as  
giving it the flexibility, as I said a

minute ago, to negotiate the kinds of things around with the airlines on route development.

SENATOR LeBEAU: Well, how long do you see this? You know, we're talking about an interim period of time. How long do you see before the reorganization would actually come into place? I mean, I don't see this as being a, you know, a very long process. I mean, so we pass this bill and we move to a reorganized body --

OZ GRIEBEL: If that's something that can be moved quickly, we would certainly not oppose it. Our concern is that sometimes these discussions, when you're doing, like, kind of a radical change, take more time than just what the session allows.

SENATOR LeBEAU: Yeah, I would say given the support -- this is the Governor's bill. Given the support of the Governor and the support of the Department of Transportation, it is different than if we have a Governor who is not in favor or is neutral on this.

We have the opportunity here to move things more quickly and certainly we, you know, if everybody is lined up, those billiard balls are lined up, we can go bang, bang, bang, and get this thing done.

OZ GRIEBEL: We would agree, Senator. I guess that may be --

SENATOR LeBEAU: You're being cautious.

OZ GRIEBEL: -- a tad cautious about --

SENATOR LeBEAU: I understand. Cautious.

OZ GRIEBEL: -- this, and we've been at this. I think the concern I would just raise for your consideration, not so -- as I said earlier, we're supportive of the bill. It's just the amount of time that has gone by the boards at that airport for five years.

SENATOR LeBEAU: Already. Right. Right.

OZ GRIEBEL: And it is, as someone mentioned here, the DOT does a tremendous job with the air side part of the airport, I think that all the years that I served on that board, and we, as a business community, can say they get all the kudos they deserve. It's the marketing component of this and locking it in.

So the idea of having the kinds of authorities that are mentioned in the bill we clearly support, we just don't want to lose another -- our concern is not losing time if, indeed, this discussion takes longer than maybe is currently anticipated.

SENATOR LeBEAU: Well, it certainly raises a good question for us to look at, Mr. Griebel. And let me also say thank you to you and to the MetroHartford Alliance for making this an issue and keeping it in front us and we have made some progress.

OZ GRIEBEL: Right.

SENATOR LeBEAU: And this committee is committed, its leadership is committed to

continuing to make progress on Bradley and to make it, as you say, to make it a better airport, as it is an under leveraged airport, under leveraged asset for the State and to use it as more of an economic driver for the State. And appreciate your consistent support of that over the last years.

OZ GRIEBEL: I appreciate it, Senator. The only -- the one thing you just said a second ago that triggered in my mind -- and the reason that I'm a little -- not so much concern, is that the other five airports do have somewhat different missions. And I don't know where the representatives from those areas might see this as something going in a wrong direction.

That's what our concern is, that every time you try to put something together our experience has been there are different people with different perspectives, some of which are going to raise proper consideration. So our selfish focus here --

SENATOR LeBEAU: Right.

OZ GRIEBEL: -- is just to make sure that Bradley is not overlooked.

SENATOR LeBEAU: Yeah. And I would agree with you in terms of that's a possibility, number one. And number two, that Bradley is our focus.

OZ GRIEBEL: Right.

SENATOR LeBEAU: I mean, there are other airports, they have needs.

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OZ GRIEBEL: Right. Right.

SENATOR LeBEAU: There are other possibilities  
before those airports --

OZ GRIEBEL: Right.

SENATOR LeBEAU: -- but I agree with you that  
Bradley is and properly should be our  
focus, because it is, as you said, a good  
term here, "the flagship airport," and  
certainly the airport that has the vast  
majority of business in the state.

OZ GRIEBEL: Correct.

SENATOR LeBEAU: Thank you.

Mr. Chairman.

REP. BERGER: Thank you, Senator.

Any other questions from committee?

Representative O'Brien.

REP. O'BRIEN: Thank you, Mr. Chairman.

I have a question. You pointed out that  
Tweed New Haven wasn't included. How  
come?

OZ GRIEBEL: It's a municipal airport.

REP. O'BRIEN: So it's owned by the City?

OZ GRIEBEL: Correct.

REP. O'BRIEN: Okay. Thank you.

OZ GRIEBEL: And that's the big difference.



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So we're not suggesting, as I said earlier, that the airport authority not go forward. I think longer term if we're looking at a comprehensive use of our airports, I think somewhere along the line there has to be some interaction with Tweed. It's a very valuable asset to the -- to, not only New Haven, to Yale, to the employees down there, but to that part of the state. That needs to be appropriately coordinated.

REP. O'BRIEN: So if I'm hearing you correctly, and I don't want to put words in your mouth, but you're more in support of this separate bill that's working its way through that would increase the power to the Bradley board of directors?

OZ GRIEBEL: Correct. Because the model is already there. That's -- it's not -- I want to be clear, we're not in opposition of the Governor's proposal. We think it has all the merit in the world. And as Senator LeBeau pointed out, with the Governor behind it and if this committee is behind it, that's great. Our concern is just what I said earlier in terms of the sometimes political realities that get in the way and losing additional -- potentially losing additional time on what really is the crown jewel, not only of the airports, but we would say it's the crown jewel of our physical assets in terms of economic development, job retention, and job attraction.

REP. O'BRIEN: It was suggested earlier that perhaps, you know, Bradley, you know, as you probably heard it, but with the increasing state employees, and perhaps we should be looking to sell Bradley

Airport. What do you think of that idea?

OZ GRIEBEL: We looked at that. I certainly -- I'm not an expert by any stretch of the imagination. I know I've talked to a number of people on a couple of fronts that trouble me. One is whether we would get true market value for the airport. In this kind of an environment I think just saying you're going to sell the airport without understanding what we would recoup is one thing. I think many of you are familiar -- many of us are familiar with Indiana's sale of its -- the interstate highway system for towing purposes, and the next state that tried it out found out that the market value for the -- for its interstate dropped precipitously. So I think we have to look at what we would get for it.

Number two, I think that having the State have responsibility either through a combination of DOT and this authority that the Governor has proposed makes all the sense in the world. I would rather see the state have appropriate direction with some of the things we've talked about here in this bill and in the Bradley proposal than having it run totally outside. I think it's an asset that is so, so critical to the future of the State that we ought to have - there ought to be more control over it.

Now having said that, I fully support the idea and the alliance does in terms of controlling our costs. So I want to be clear that our support of Bradley or of an authority, shouldn't be giving people willy-nilly capacity to just add staff

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for the sake of it. It has to be a business-driven proposition and I think with appropriate refinement both the Bradley Board or this -- and/or this bill can achieve that.

REP. O'BRIEN: Is it really the role of the Bradley Board -- is for marketing. Correct?

OZ GRIEBEL: Right.

REP. O'BRIEN: And you're looking to hire a marketing director.

OZ GRIEBEL: Well, I think what I -- what we're proposing and what we struggle with -- and I'll try to keep this very quick -- when we -- when the marketing position, the route development position opened in 2005, 2006 -- I forget the exact timeframe. I know I was still on the board -- it took us almost 18 months after we had identified the person to fill that role, to negotiate the contract, get approval from the Attorney General's office, et cetera. That's just something that we say is inappropriate.

Secondly, when there are state stances taken for appropriate reasons such as ban on travel, that was imposed in the latter part of this decade. You, by imposing that on your route development director, you've effectively made the route development director impotent for all purposes. They can't go to conventions. They can't go out and recruit people.

So it's those kinds of key controls that we think are important. I think the board ought to be responsible for hiring

the executive director. I think the board ought to give the -- have the authority to hire the marketing director and probably two or three other key positions.

It ought to have appropriate control outside of DOT, outside of state control, over the marketing budget. Those are the key things that we think are critical for the board. At the same time the State maintains ownership of the airport, maintains control of the airport, and DOT continues to do what it does very well.

REP. O'BRIEN: Thank you.

REP. BERGER: Thank you, Representative.

Any other questions?

Seeing none, thank you for your testimony.

OZ GRIEBEL: Thank you both very much. Thank you, Senator, for allowing me to come in. Thank you.

REP. BERGER: We'll move to the municipal official, Jim Hayden.

JAMES HAYDEN: Good morning, Mr. Chairman. My name is Jim Hayden, I'm the first selectman of the Town of East Granby which is one of the four communities where Bradley Airport resides. Also I am president of the Bradley Development League. I'm here to enthusiastically support the Governor's Bill 1003, AN ACT CONCERNING THE CONNECTICUT AIRPORT AUTHORITY.

The -- as I mentioned, the Bradley Development League is a consortium of the four towns, East Granby, Suffield, Windsor and Windsor Locks. We work cooperatively to market the airport region. I must say that we've done this for about 16 years. We collaborated before collaboration was the buzz word. And we've gotten a lot accomplished and there's a lot more to accomplish. We certainly appreciate the members' support last year of the Bradley Development Zone.

The BDL has previously provided testimony on two bills that would provide Bradley International Airport Board of Directors additional power to help ensure important decisions are made in a timely and strategic manner. The current bill would establish a new Connecticut Airport Authority which would incorporate the Bradley International Airport, but would also add five general aviation airports. The new authority would have the powers that are needed to operate these airports in a way that would enhance marketing, economic development, while ensuring a top-quality transportation facility.

Just to kind of piggyback on what Mr. Griebel just said, is there was a time last year where it was the most strategic conference that route directors could go to that the travel ban prevented that from happening. We at the BDL stepped up with our money and we sent a representative. But you can't be having the once a year convention or conference of route directors and not have a presence there from the airport.

Going back on script.

At times the constraints by which the DOT must operate relative to new airport hires and contracting activities hamper Bradley's ability to reach its full economic potential. For instance, the last two times that the Bradley marketing director position was vacant, it took 12 to 18 months to name replacements. That's incredibly long for such a strategic position.

The most -- our recent marketing director received a more competitive offer from Dallas/Fort Worth and was with us only for four or five months. It's important for Bradley to be able to offer the top quality talent salaries that are competitive with other airports.

This new authority would be faced with many important decisions regarding Bradley, including implementing millions of dollars of capital improvement identified in the Bradley master plan, including replacement of the obsolete Murphy Terminal, establishing new domestic routes and providing the lowest possible fares to those destinations, working to return Trans-Atlantic service to Bradley.

I can tell you, as a member of the Bradley Development League, there is business support for international. If we had a market director in place that was consistently able to work on that, I think we'd be able to effort that. I think there is business support for that. Bradley is Connecticut's most important connection to the global marketplace and

a new route to Europe is critical to our competitiveness in a global economy moving forward.

Establishing an appropriate link with high -- proposed high-speed and commuter rail line between New Haven, Springfield and Bradley International Airport. Working with surrounding communities to market and develop over 2,000 acres of commercial and industrial zoned land around the airport and the creation of jobs and generation of new revenue to the State, and by the way, to municipalities. Additional roadway and utility infrastructure improvements are necessary and we look forward to interfacing with the authority on these important initiatives.

We are pleased to see that the authority bill would include representation from the Bradley community advisory board and we also encourage you to consider having representation from Western Massachusetts, too, on the authority, rather.

As always, thank you for the opportunity to testify today. And again, we're totally -- we're very strongly in favor of this bill.

REP. BERGER: Thank you for your testimony.

Senator LeBeau.

SENATOR LeBEAU: Yeah, just very briefly, jim, thank you for coming today, and again, for your consistent support of trying to make Bradley more of a economic driver for the State.

You signed your thing today from the Bradley Development League and first selectman. Do both of those groups, the town of Granby and the Bradley Development League support his concept?

JAMES HAYDEN: Yes. The town of East Granby, consistently the board of selectman has encouraged economic development and has supported legislation previously and supports this legislation also.

SENATOR LeBEAU: And let me just throw a little curve ball at you, but you were sitting here, so it's not that much of a curve ball. What about privatization, what is your view on that?

JAMES HAYDEN: The -- I don't think privatization is necessary at this point. I think that if we -- DOT operates the airport, certain functions extremely well. I think if we had marketing which was not necessarily tied into some of the constraints that DOT operates on, I don't think we necessarily need to have privatization.

SENATOR LeBEAU: Okay. Thank you, Mr. Chairman.

REP. BERGER: Thank you, Senator.

Other questions or comments?

Representative O'Brien.

REP. O'BRIEN: Thank you, Mr. Berger.

Mr. Hayden is first selectman of one of my towns, East Granby. And how -- with



this new authority, would that have any control over the industrial land that you currently have?

JAMES HAYDEN: The -- the new authority, it would be a marriage if they would make some strategic decisions on the land that's on the airport. But the Bradley Development Zone that was created last year is primarily the land that is -- resides in the towns on the other side of the fence. So they wouldn't -- they would not have strategic decision making over those particular things. They develop and build and the towns would continue to address those.

REP. O'BRIEN: And east Granby has a number of companies in their industrial park that do international work. Correct?

JAMES HAYDEN: We are a small town of 5270 people. We were thirtieth on the list of corporate -- of the manufacturers tax, on the Governor's list that, as you know, is eliminating reimbursement to the towns on that and that's a different test -- testifying on a different bill.

But with that said, the -- we're thirtieth on the list. So if we're thirtieth and that's \$450,000 worth of reimbursement from the State to the Town of East Granby with East Hartford's Senator being number one, it's -- we certainly do have a lot of manufacturing around the rim already. We've got almost a thousand acres that we'd be glad to bring more people in to do that.

And we have high tech. It's phenomenal, the high tech manufacturers that we have.

And the -- we -- I attended a meeting last night with NuFern who is one of our leading companies within the high tech in East Granby, and the question was asked of the President Martin Seifert, was are you -- what's your competition? Is it -- who in the state of Connecticut or is Massachusetts? And you know what he said? It's the world. And that's the reality. It is international. A lot of our businesses are international in scope.

REP. O'BRIEN: Since you brought up NuFern (inaudible) he deals with companies all over the world.

JAMES HAYDEN: Correct.

REP. O'BRIEN: And don't you think that he -- that company and others at your -- in East Granby would benefit from international flights?

JAMES HAYDEN: Absolutely. The -- we have, I think off the top of my head, I know at least five large companies in East Granby that are manufacturing companies. We still manufacture things in East -- in Connecticut and in East Granby and they certainly would benefit from having international flights, almost equally as much as they would benefit from having the high-speed rail with a connection to Bradley.

REP. O'BRIEN: Thank you.

JAMES HAYDEN: Thank you.

SENATOR LeBEAU: Any further questions?

Let me -- I was going to -- I didn't want to interrupt, but Representative O'Brien just raised it, this -- you -- in your testimony you said, establishing an appropriate link between the proposed high-speed, the commuter rail between New Haven, Springfield and Bradley International Airport.

It's been a concern of mine, Jim, that this not -- this is kind of like a -- I -- we keep hearing the way that rail works and the way that travel works is that people buy a ticket and put their luggage onto whatever means of conveyance is, and then when they're finally getting off they pick it up.

And what I'm concerned about the link that is proposed being kind of a -- you come down to Windsor, Windsor Locks, get off the train, transfer your luggage, put it on a bus, which it then goes to the airport. So then you put it on a plane, so you've got to deal with that, that luggage and you've got to make these changes. I'm real concerned about that and I look at green -- and I believe also in New Hampshire, that the major airports are linked directly to rail.

And, of course, I've been to Atlanta and you've got a great light rail system down in Atlanta. And I'm concerned about this link here. It's just -- it's not our bill, so let me just get a quick comment on there -- or a comment on it.

JAMES HAYDEN: Well, I certainly share in your concerns because of the fact that if something is not convenient and easy it doesn't get used.

SENATOR LeBEAU: Right. Exactly.

JAMES HAYDEN: But with that said, I think there's logistic ways to handle that where you can, to use an example, there's an employee that I spoke to last night of that particular company that I mentioned. And he commutes from Worcester.

And say, he was going to go, you know, use Bradley International. If he could get, you know, on the train in Worcester -- and again this is a different scope, but a what-if -- if he could get on the train in Worcester, check his bag in, and there was a logistic system set up that it got to where he needed to go, you know, whatever particular flight, whatever airline, that that would be the ideal situation to have happen.

If we don't deal with inconvenience, it's never going to be successful. I think there's ways to manage that. I think there's ways to put systems in place to address that.

SENATOR LeBEAU: Even though the person may have to get off and change their actual seat, that would be the one little glitch.

JAMES HAYDEN: Well, you know, if you say, you know, say you checked the bag in --

SENATOR LeBEAU: Gotcha.

JAMES HAYDEN: -- you went from Worcester to Windsor Locks, you got on a shuttle bus from the Windsor Locks railroad station

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over to Bradley Airport, your luggage is with you without you carrying the luggage.

SENATOR LeBEAU: Right.

JAMES HAYDEN: So it would be ported in.

SENATOR LeBEAU: Okay. I hope we can do that. I hope we work that out.

JAMES HAYDEN: I think we can do that.

SENATOR LeBEAU: And I think it's absolutely essential. As you point out, convenience.

Further questions?

And thank you for being here today.

JAMES HAYDEN: Thank you, Senator.

SENATOR LeBEAU: Appreciate your testimony.

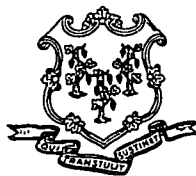
Frank DaCato.

FRANK DaCATO: Good morning, Senator LeBeau, Representative Berger, members of the Commerce Committee. First, I'd like to take the opportunity to thank you for allowing me to speak today.

HB6384

My name is Frank DaCato and I am the training coordinator for plumbers and pipefitters local 777. I am also a member of the State Plumbing Board and the State Apprenticeship Council and chairperson of the Joint Apprentice Training Directors Committee of Connecticut, and I was also once a registered apprentice.

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## State of Connecticut

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### Testimony on

**HB 6456 - An Act Establishing A Learn Here, Live Here Program**

**SB 1003 - An Act Concerning the Connecticut Airport Authority**

**Commerce Committee Public Hearing**

**March 1, 2011**

Good morning Chairmen LeBeau and Berger, and Ranking Members Frantz and Camillo, and members of the Commerce Committee. I am here to express my support for H.B. 6456, An Act Establishing A Learn Here, Live Here Program and S.B. 1003, An Act Concerning The Connecticut Airport Authority.

One of the largest issues facing Connecticut is the loss of our educated youth to other states due to our high cost of living and unfriendly business climate. Connecticut is currently ranked number one in the country in losing its educated youth to other states. If this problem continues, the long term effect could be disastrous. As young people flee the state, our population will continue to grow older with fewer, young professionals available to share the burden of paying taxes that help pay for services to our neediest citizens, thus placing further strain on the state's economic condition. The state simply cannot afford to lose its younger population.

The Learn here, Live here program is an affordable housing program that's purpose is to keep young professionals in Connecticut. The program would allow graduates of Connecticut's institutions of higher education or regional vocational-technical schools to segregate up to five per cent of their state income tax paid into a first time home buyers fund. This fund would be managed by the state treasurer and the money in the fund must be used within 10 years for the purposes of a down payment on a home. Keeping in mind the tough economic times we are living in, we felt that it was best to begin the program for those who graduate on or after January 1 2013. If a graduate moves out of state, they would no longer be eligible to contribute to the account. The account would still remain open for ten years in hopes that the participant moves back to Connecticut and settles down to live and work in Connecticut. If after ten years has elapsed, and the individual has not used the fund to purchase a home, the money in the fund would be returned to the General Fund.

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It is our hope this kind of program will keep our young professionals in the state while assisting businesses in finding and hiring the state's best and brightest. Businesses around the state often discuss the high cost of living and lack of young professionals as one of the reasons they consider moving out of state. This bill will not only provide incentive for our young population to stay but also encourage businesses to stay.

I would also like to comment on S.B. 1003, the Governor Malloy's proposal establishing The Connecticut Airport Authority.

Governor Malloy has put forth a proposal regarding Connecticut's airports and while we applaud his proposal, we do not feel it goes far enough. The Governor's proposal is more business as usual. Under his proposal, the new Connecticut Airport Authority's workforce will be comprised of state employees who will be members of a bargaining unit and collective bargaining agreements. The Authority will have the ability to increase its workforce at its own discretion which could lead to an increase in the state's workforce. This new Authority will give the Governor more power over the members of the board. Currently the Governor appoints one member, under this proposal; the Governor would appoint three members. There is no need for the Governor or the State of Connecticut to be in the business of running airports or ferry services; we should be trying to shrink the government's role not increase it.

On January 25<sup>th</sup>, Legislative Republicans unveiled its Common Sense Commitment Proposals for the 2011 Legislative Session. One of those proposals was to establish a quasi-public port authority having independent bonding authority, management and ownership control of all state owned airports and ferry services. There are currently only a handful of state-owned and operated airports in the country. Our proposal would create a quasi-public port authority and enable us to eventually sell Bradley International Airport, Brainard Airport and any state owned ferry services to the port authority for fair market value. The sale to the quasi-public port authority would bring in much needed revenue to the state while privatizing an entity that the state has no business in owning.

The Legislative Republicans' proposal to create a quasi-public port authority would decrease the number of state employees and lower the state's payroll. The state cannot afford the workforce it currently has and creating a new authority that employs state workers is not the responsible thing to do. Our proposal will decrease state involvement in our state's airports and put them into the hands of private companies that are best-equipped to maximize the potential of Bradley International Airport, as well as other airports throughout the state.

We have all discussed the need to create a smaller and more efficient government and this proposal would go a long way to achieving that goal.

If you have any questions, I would be happy to take them now.



**STATEMENT REGARDING  
SENATE BILL 1003: AAC *the Connecticut Airport Authority***

**COMMERCE COMMITTEE  
March 1<sup>st</sup>, 2011**

The MetroHartford Alliance is the region's economic development leader and Hartford's Chamber of Commerce. Our investors include businesses of all sizes, health care providers, institutions of higher education, and regional municipalities. Although diverse, all of these investors share a common interest in the full economic recovery of our state supported by the attraction and retention of jobs, capital and talent.

While we continue to face extreme budgetary challenges, we urge the legislature to make Connecticut's economic recovery its top and only priority. By making it possible to maximize the economic development potential of existing resources such as Bradley International Airport, Senate Bill 1003 presents us with an opportunity to build upon the success the airport has already generated. Consider these facts about Bradley's contribution to Connecticut's economy:

- In 2005, a DECD report stated that, over the next twenty years Bradley would sustain 140,000 Connecticut jobs.
- Additionally, the Capitol Region Council of Governments recently reported that Bradley is responsible for \$4B in economic activity in the State of Connecticut.

The impact of our flagship airport is commonly known, but it has been underleveraged for several years.

In order to foster this critical economic driver, it is important to give its leadership the autonomy to make time sensitive, responsible market-driven decisions without hesitation or the delay of agency review. Businesses that are nimble and able to be responsive to ever-changing markets are most successful. Bradley International also needs to be nimble to fully achieve its potential and



successfully compete with other airports, particularly with regard to both international and domestic route development activities.

It needs to be said that we applaud the outstanding Department of Transportation staff that perform the airport's runway and facilities maintenance every day. This legislative proposal, however, specifically addresses the governance and management of the airport as well as the other five general aviation airports, and we agree that it is important to consider whether the current governing structure enhances the airport's ability to grow and stimulate economic development in our region or not. For example, providing the Bradley Board of Directors more autonomy could facilitate hiring decisions regarding staff at the airport including setting appropriate compensation 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. Such sovereignty 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 lost our one transatlantic flight due to the steep rise in fuel costs although it demonstrated market demand. This legislation helps achieve the flexibility to negotiate another.

With regard to flexibility, our one outstanding concern regarding Senate Bill 1003 is that there is no contingency in place for the interim transition between today's status quo, which is not effectively leveraging Bradley as a key economic driver, and the establishment of an entirely new quasi-public authority in our state. We have been very supportive of proposals to presently establish management decision autonomy for Bradley's existing Board in both the Commerce and Transportation Committees this session, and we are supportive in general for consistency in governing the six airports collectively. However, we are concerned about the vital need to press for immediate autonomy for Bradley's

Board rather than wait for the new Connecticut Airport Authority Board of Directors to take shape.

We do understand that this legislation is a work in progress, and we are committed to working together with the state and our partners to achieve the best result to maximize Bradley's growth and the expansion of international business development in our state. This legislation deserves your support, as it has the potential to foster long-term job retention and growth.



**Testimony Regarding**  
**Governor's Bill No. 1003 - AN ACT CONCERNING THE CONNECTICUT AIRPORT**  
**AUTHORITY**

The Bradley Development League is the consortium of the four towns around Bradley International Airport: East Granby, Suffield, Windsor and Windsor Locks. We work cooperatively to market the airport region.

The BDL has previously provided testimony on two bills that would provide the Bradley International Airport Board of Directors additional power to help ensure important decisions are made in a timely and strategic manner.

This current bill would establish a new Connecticut Airport Authority which would incorporate Bradley International Airport, but would also add five general aviation airports. This new Authority would have the powers that are needed to operate these airports in a way that will enhance marketing and economic development while ensuring top-quality transportation facilities.

Airports are becoming increasingly competitive and in order to enhance Bradley's position in the marketplace the Airport Authority needs to have the power and tools to act quickly and effectively.

At times, the constraints by which DOT must operate relative to new airport hires and contracting activities hamper Bradley's ability to reach its full economic potential. For instance, the last two times that the Bradley Marketing Director position was vacant it took 12 to 18 months to name replacements and that is far too long for such a strategic position related to route development to be left vacant. The most recent Marketing Director received a more competitive offer from Dallas-Fort Worth airport. It is important for Bradley to be able to offer top-quality talent salaries that are competitive with other airports.

This new Authority would be faced with many important decisions related to Bradley including:

- Implementing millions of dollars of capital improvements identified in the Bradley Master Plan including the replacement of the obsolete Murphy Terminal;
- Establishing new direct domestic routes and providing the lowest possible fares to those destinations

- Working to return transatlantic service to Bradley. Bradley is Connecticut's most important connection to the global marketplace and a new route to Europe is critical to our competitiveness in a global economy moving forward.
- Establishing an appropriate link between the proposed high speed and commuter rail line between New Haven and Springfield and Bradley International Airport.
- Working with the surrounding communities to market and develop over 2000 acres of commercial and industrial zoned land around the airport for the creation of jobs and generation of new revenue to the State. Additional roadway and utility infrastructure improvements are necessary and we look forward to interfacing with the Authority on these important initiatives.

We are pleased to see that the Authority bill would include representation from the Bradley Community Advisory Board. We also encourage you to consider having representation from Western Massachusetts on the Authority.

Thank you for the opportunity to provide testimony today.

James M. Hayden  
President, Bradley Development League  
First Selectman, Town of East Granby

March 1, 2011



**Testimony Regarding**  
**Governor's Bill No. 1003 - AN ACT CONCERNING THE CONNECTICUT AIRPORT**  
***AUTHORITY***

The Bradley Development League is the consortium of the four towns around Bradley International Airport: East Granby, Suffield, Windsor and Windsor Locks. We work cooperatively to market the airport region.

The BDL has previously provided testimony on two bills that would provide the Bradley International Airport Board of Directors additional power to help ensure important decisions are made in a timely and strategic manner.

This current bill would establish a new Connecticut Airport Authority which would incorporate Bradley International Airport, but would also add five general aviation airports. This new Authority would have the powers that are needed to operate these airports in a way that will enhance marketing and economic development while ensuring top-quality transportation facilities.

Airports are becoming increasingly competitive and in order to enhance Bradley's position in the marketplace the Airport Authority needs to have the power and tools to act quickly and effectively.

At times, the constraints by which DOT must operate relative to new airport hires and contracting activities hamper Bradley's ability to reach its full economic potential. For instance, the last two times that the Bradley Marketing Director position was vacant it took 12 to 18 months to name replacements and that is far too long for such a strategic position related to route development to be left vacant. The most recent Marketing Director received a more competitive offer from Dallas-Fort Worth airport. It is important for Bradley to be able to offer top-quality talent salaries that are competitive with other airports.

This new Authority would be faced with many important decisions related to Bradley including:

- Implementing millions of dollars of capital improvements identified in the Bradley Master Plan including the replacement of the obsolete Murphy Terminal;
- Establishing new direct domestic routes and providing the lowest possible fares to those destinations

- Working to return transatlantic service to Bradley. Bradley is Connecticut's most important connection to the global marketplace and a new route to Europe is critical to our competitiveness in a global economy moving forward.
- Establishing an appropriate link between the proposed high speed and commuter rail line between New Haven and Springfield and Bradley International Airport.
- Working with the surrounding communities to market and develop over 2000 acres of commercial and industrial zoned land around the airport for the creation of jobs and generation of new revenue to the State. Additional roadway and utility infrastructure improvements are necessary and we look forward to interfacing with the Authority on these important initiatives.

We are pleased to see that the Authority bill would include representation from the Bradley Community Advisory Board. We also encourage you to consider having representation from Western Massachusetts on the Authority.

Thank you for the opportunity to provide testimony today.

James M. Hayden  
President, Bradley Development League  
First Selectman, Town of East Granby

March 1, 2011



STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546  
NEWINGTON, CONNECTICUT 06131-7546



Office of the  
Commissioner

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**Public Hearing – March 1, 2011  
Commerce Committee**

**Testimony Submitted by Interim Commissioner Jeffrey A. Parker  
Department of Transportation**

**Governor's Bill No. 1003 – An Act Concerning the Connecticut Airport Authority.**

The Department of Transportation (Department) is pleased to support Governor's Senate Bill 1003, AAC the Connecticut Airport Authority.

Governor Malloy is proposing the creation of an independent airport authority for Bradley International Airport in Windsor Locks and the five state owned and operated general aviation airports - Brainard Airport in Harford, Danielson Airport, Groton-New London Airport, Waterbury-Oxford Airport, and Windham Airport. The new Connecticut Airport Authority (CAA) will be a separate and distinct entity allowed to operate independent of the state's contracting, procurement and hiring requirements that will provide these airports the flexibility to respond more quickly and efficiently to economic development opportunities and to the ever-changing airline industry.

Over the next few months, the Administration and ConnDOT will be working collaboratively with the General Assembly through S.B. 1003 to create an authority with full jurisdiction, discretion and the resources needed to manage, operate and develop the airports in lieu of the existing oversight roles of multiple boards and state agencies. Some broadly defined airport authority powers include the ability to:

- Adopt and approve all plans and procedures related to the operation, management and development of the airports including, but not limited to, safety, security and operational certification plans and specifications, master plans, business plans, minimum standards, mission statements, strategic plans, marketing plans, goals and objectives;
- Adopt and approve a system of benchmarking and performance assessment to track and report progress in achieving established goals and objectives;
- Establish the organizational structure including the number and type of positions, position descriptions, authorities, duties and responsibilities of management and staff;
- Establish and implement policy and procedures for the desired qualifications, outreach criteria, evaluation and hiring of management and staff;
- Adopt and approve the annual operating and capital budgets;
- Adopt and approve policy and procedure related to the development, lease and use of airport property including issuing and responding to RFPs, incentive packages, business and financial terms and conditions;
- Execute fully on behalf of the State all leases, concessions, operating agreements, permits, licenses and other documents providing for the development, access, use and/or occupancy of airport property;

- Establish and implement policy and procedures for solicitation, evaluation and contracting of vendors providing goods and services necessary or desirable for the operation, management and development of the airports.

The Department is proud of what we have accomplished through the years at Bradley and the five general aviation airports, but recognizes the constraints of operating in a governance structure that isn't always able to implement and respond to development opportunities and staffing needs as quickly as we would like. We are excited about the potential opportunities that lie ahead for these great transportation assets and their role in the future growth of our state and the region – and look forward to their continued success.

For further information or questions, please contact Pam Sucato, Legislative Program Manager for the Department of Transportation at (860) 594-3013.



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**CONNECTICUT  
GENERAL ASSEMBLY  
HOUSE**

**PROCEEDINGS  
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The question is on adoption. Remark further? If not, let me try your minds. Those in favor please signify by saying aye.

REPRESENTATIVES:

Aye.

SPEAKER DONOVAN:

Opposed nay. The ayes have it. The amendment is adopted. Remark further on the bill as amended?

Representative Willis.

REP. WILLIS (64th):

I move to consent.

SPEAKER DONOVAN:

Motion to move this one to Consent Calendar. Any objection? Hearing none, the bill is moved to Consent Calendar.

Will clerk please call Calendar 620.

THE CLERK:

On page 37, Calendar 620, Substitute for Senate Bill Number 1003, AN ACT CONCERNING THE CONNECTICUT AIRPORT AUTHORITY, favorable report of the Committee on Government Administration and Elections.

SPEAKER DONOVAN:

Representative Berger.

REP. BERGER (73rd):

Yes, thank you, Mr. Speaker. I move for acceptance of the Joint Committee's favorable report in concurrence with the Senate.

SPEAKER DONOVAN:

The question is on acceptance and passage. Do you remark further?

REP. BERGER (73rd):

Yes, Mr. Speaker. The Clerk is in possession of Amendment LCO 8331. I ask that he call it and I be allowed to summarize.

SPEAKER DONOVAN:

Clerk, please call LCO 8331 which is designated Senate "A".

THE CLERK:

LCO Number 8331, Senate "A" offered by Senator Williams, Representative Donovan add all -- et al.

SPEAKER DONOVAN:

Any objections to summarization? Hearing none, you may proceed, sir.

REP. BERGER (73rd):

Yes, thank you, Mr. Speaker.

The amendment before us is strike hold amendment which will now authorize the bill to move all state airport and aviation programs under the jurisdiction of the new

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airport authority. I move its passage.

SPEAKER DONOVAN:

The question is on adoption. Remark further?  
Remark further? If not, I'm let me try your minds. All  
those in favor please signify by saying aye.

REPRESENTATIVES:

Aye.

SPEAKER DONOVAN:

Opposed nay. The ayes have it. The amendment is  
adopted. Remark further on the bill, Representative  
Berger?

REP. BERGER (73rd):

Yes, thank you, Mr. Speaker. I move that the bill  
as amended be placed on consent.

SPEAKER DONOVAN:

Motion is to place on the Consent Calendar. Any  
objection? Hearing none, the bill is placed on the  
Consent Calendar.

Will the clerk please call Calendar 888?

THE CLERK:

On page 31, Calendar 588, Senate Bill Number 371, AN  
ACT CONCERNING THE INDICATION OF A PERSON'S STATUS AS A  
VETERAN ON A MOTOR VEHICLE OPERATOR'S LICENSE AND IDENTITY  
CARD, favorable report of the Committee on Appropriations.

THE CLERK:

What page is it on?

SPEAKER DONOVAN:

Clerk, please call Calendar 592 which is the beginning of the Consent Calendar.

SB 863 SB 1201  
SB 852 SB 888  
SB 377 SB 1216  
SB 1003 SB 371

THE CLERK:

On page 32, Calendar 592, Substitute for Senate Bill Number 858, AN ACT CONCERNING REVISIONS TO THE HIGHER EDUCATION STATUTES.

SB 1112  
SB 881 SB 1076  
SB 518 SB 1098

A VOICE:

Mr. Speaker, this represents the Consent Calendar, and I would move that we vote on it as such.

SPEAKER DONOVAN:

There's a Consent Calendar. 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. The House is voting the Consent Calendar by roll call. Members to the Chamber.

SPEAKER DONOVAN:

Have all the members voted? Have all the members voted? Please check the roll call board. Make sure your vote's been properly cast. If all the members have voted,

the machine will be locked. The clerk will please take a tally. Clerk please announce the tally.

THE CLERK:

On today's Consent Calendar:

Total number voting 139

Necessary for passage 70

Those voting Yea 139

Those voting Nay 0

Those absent and not voting 12

SPEAKER DONOVAN:

The Consent Calendar's passed.

Any announcements or introductions?

Representative Piscopo.

REP. PISCOPO (78th):

Good morning, Mr. Speaker. For a general rotation.

SPEAKER DONOVAN:

Please proceed, sir.

REP. PISCOPO (78th):

Will the general please notes that Representatives Kokoruda and Noujaim missed votes ue to you illness in the family. Representative Rigby missed votes due to business in the district. Will the transcript please note that Representatives Candelora, Wood and Williams

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THE CHAIR:

Mr. Clerk.

THE CLERK:

Calling from Senate Calendar for Saturday, June 4, 2011, matters returned from Committee, calendar page 37 that are marked Order of the Day, Calendar Number 149, File Number 201. Substitute for Senate Bill 1003, AN ACT CONCERNING THE CONNECTICUT Airport Authority. Favorable report of the Committees on Commerce, Transportation, Labor and Public Employees, Government Administrative Elections, and Finance Revenue and Bonding.

THE CHAIR:

Senator LeBeau, good afternoon, Sir.

SENATOR LeBEAU:

Good afternoon, Madam President. Unusual to see you on a Saturday.

THE CHAIR:

It's such a pleasure to be here on a Saturday.

SENATOR LeBEAU:

Well, it's either that or mowing our lawns.

Good afternoon, Madam President.

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



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THE CHAIR:

Acting on approval of the bill, will you remark,  
sir?

SENATOR LeBEAU:

Yes, I will, Madam President.

First I want to offer an amendment. I'd like to  
call Amendment LCO Number 8331. And could I please have  
that called, and may I be allowed to summarize?

THE CHAIR:

Mr. Clerk.

THE CLERK:

LCO 8331, which would be designated Senate  
Amendment Schedule "A," it's offered by Senator LeBeau  
with the 3rd District, et al.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Thank you, Madam President.

I move passage of the amendment.

THE CHAIR:

The request is on passage. Please proceed, sir.

SENATOR LeBEAU:

Thank you.

This bill is -- let me start off with some

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introductory remarks. The amendment becomes the bill. And those of you who have seen the amendment, it's a pretty extraordinary amendment in that the entire Senate has signed onto this amendment, both sides of the aisle, Republican and Democrat.

You know, John Kennedy once said that success has a thousand father's, but defeat is an orphan. And I love that expression because, number one, it shows kind of the human side of us that we want to take credit for success. But at the same time -- and we hide from -- we hide from defeat. But it's also -- there's something in back of that. There's a truth that's in back of it, which is that for things to be successful, almost always it takes a lot of people.

And in this case, a lot of time and energy has been devoted to what is the underlying concept behind this bill, which is to turn Bradley Airport and the other state-owned airports into economic drivers for the State of Connecticut to fully reach that goal. And there are many people to thank, and I'm going to thank them first so I don't -- before I review the bill -- do not miss them.

The first person I want to thank is Senator Don Williams who, five or six years ago really raised the

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question of, How can we make our airports into more energetic, more dynamic economic drivers? Like myself and others, having seen Baltimore/Washington International, having seen other cities utilize their airports to really become hubs of economic growth. So, he asked that question, but the list goes on.

And I want to also thank Senator Maynard, our Chair of Transportation, who -- we've been involved in many meetings on this; along with Representative Guerrero, the House Chair, Chair of Transportation; Representative Berger, the House Chair of Commerce; Senator France, who not only worked to ensure that this is going to be a bipartisan bill and accepted by both sides of the aisle in this house, and hopefully downstairs, but also has given us over the years a tremendous amount of expertise. His background, particularly working at Bradley, has been invaluable in giving us a practical feet-on-the-ground -- or feet-in-the-air in this case sometimes -- approach that we needed to get a practical understanding of what really goes on at our airports.

Ranking Member of Transportation, Senator Boucher also has been a great member of a team working on this, along with Representative Scribner from the House,

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Transportation and Ranking Member on Transportation of the House; and Representative Camillo, the Ranking Member from the House on Commerce.

Somebody who is not here in the Chamber today but used to be sitting right over here, from New Britain, the former Senator from New Britain, now the DAS Commissioner, Don DeFronzo. I mean, we first put out this bill four years ago as a bill.

It has taken time, and Don was part of that. We ran parallel bills for a couple of years. We ran bills in the Commerce Committee. We ran bills in the Transportation Committee. And as I mentioned, Senator Maynard has very ably picked up -- picked up from Senator DeFronzo and has continued to work on this. Mark Daley, another --

One of the other things about this bill is it's very complex, 48 pages of technicalities in some sense, of how you go from the Department of Transportation to an independent Airport Authority; including the bonding, including all of the financial constraints, including all the financial data that has to be worked out. It's a very complex bill. And some of the following people, without them, this would not have happened:

Mark Daley, who is the chief financial officer of

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Bradley, the Commissioner of DOT, Commissioner Redeker; Peter McAlpine from the Treasurer's Office, invaluable. On the -- all the bonding aspects of -- going from the bonds that currently exist on Bradley, and for the state to move them, to make sure that they're paid off and at the same time moving forward how -- how the bonding power of the quasi-public Airport Authority would exist. Liz Donohue from the Governor's Office; James Desantos, also from the Governor's Office; Brian Durand, whose particular knowledge of the airport operations from the Governor's Office; Pam Sakato, who everybody in this Chamber knows from DOT, again, invaluable in helping us to pull this together.

John Harris, another former Senator -- former Senator John Harris from the Treasurer's Office who has been invaluable on those financial matters; Andrea Keilty, working right here with us in the department -- for the Department of Administrative Services; and most importantly, Governor Malloy for bringing this specific proposal forward, providing the leadership, and for making this a priority this year.

Let me just -- I intend to review the bill very briefly, but I would like to go to Lines 161 to 163 of the bill and just share them with you, because I think

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they're really important. And in reading the bill over this morning, they stuck out to me because -- it's why we're here. We have a very, very good airport and we want to make it better. And here is the essence of why we're doing this bill today: To ensure that the potential of Bradley, the General Aviation Airports, and any other airports as economic resources for the state and the region are fully realized. That is why we're doing this bill.

We know that there have -- that the economic potential of Bradley in the past has not been fully realized; that there have been opportunities that have been missed; that there have been opportunities that have been dropped, and we want to make sure that doesn't happen in the future. And that's what this bill is about. That's why it's taken these years to move forward.

Let me very -- try to briefly talk about what's in the bill. There's a series of definitions that are in Section 1. Section 2 establishes the Connecticut Airport Authority. Section 3 talks about the duties and powers of the Authority, the things that are necessary, the full range of duties and powers necessary to manage and operate and develop Bradley and the

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General Aviation Airports. The adoption of Authority Board procedures, how the Board of the Authority will operate; submission of an annual audit; the ability to -- of the Airport Authority to issue bonds and to refund bonds. That would be in Section 7. Section 8, the Authority making Authority bonds tax exempt. Section 9, the establishment of rates and charges to give essentially, again, some detail in term of how the authority will operate, needs the powers to operate, and that's really what a lot of this bill is about; is giving the Authority the powers to operate and to transfer those -- that's what really Section 12 is about, is the transfer of the operational duties from DOT to the Bradley -- excuse me, to the Airport Authority Board.

And a key in that transition -- and it's laid out very well in the bill -- key to that transition is a series of memorandums of understandings of how we move from the DOT control to the Airport Authority control. Because, you know, there's going to be some gray area times where we're moving from one to the other, and the MOU's will take care of that, the memorandum of understanding.

The recognition of the bargaining units and the transfer of unionized workers, very important to the

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folks who are working there. This is -- this transition, the workers who are State workers at Bradley will remain State workers if the unionized State workers will remain in their bargaining units and they have all of the protections that they currently have under -- under that agreement. This is very similar to the Lottery Corporation who some members of the Chamber were involved in going back about 10, 11 years, maybe a little more than that, when we transferred the Lottery Corporation to a quasi-public as we are making Bradley and the other airports in the state, General Aviation Airports in the state, into the authority of a quasi-public.

I'm going to stop right there, because much of it is -- what remains in the bill is technical, establishing a bureau of aviation, for instance, to help move from one -- it's kind of an intermediate body to move from the DOT to move to a full Airport Authority. A whole series of sections on the quasi-public and defining the quasi-public in our laws, and adding the quasi-public along -- the Authority quasi-public along with other quasi-publics that currently exist, and certain powers that need to be amended from the DOT and the Commissioner's duties.



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So, let me at this point yield to our Chairman of Transportation who has been instrumental in making and helping -- making this a reality and moving this bill in front of us today, Senator Maynard.

THE CHAIR:

Senator Maynard, will you accept the --

SENATOR MAYNARD:

Yes, Madam President, I'm delighted to accept the yield from my colleague.

I want to thank Senator LeBeau for his leadership on this issue. The bill, despite it being an airport issue, is coming out of Commerce for the very reasons that Senator LeBeau outlined. This is about economic growth and job creation in the State of Connecticut.

One area that the Senator I don't think highlighted particularly, but I just want to stress on that point is the creation of a second Enterprise Fund that is wholly aimed at -- in addition to the Bradley Enterprise Fund that is already in existence, this would allow us to create and raise investment for the five regional airports around the state. And I think that's a key point, because as a resident and representative from the southeastern part of the state with what I regard as an underutilized airport facility down there at Groton-New

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London, I know other airports in the state have had mixed success in growing and creating jobs and attracting and retaining the important aviation business around the state, and the development that flows from that.

But our area has been crying out, frankly, for some help and for new lifeblood to be flowing into the regional airports. So, that's an important additional component of this. This bill is not -- although it's titled about the creation of Connecticut Airport Authority and focused on Bradley, it really is a statewide effort, and I want to just highlight that.

I really have nothing particularly more to add. I think Senator LeBeau has done an excellent job running out the major points of this. We're delighted that it's coming out with unanimous support in the Senate. And, again, I want to thank Senator Frantz for his great expertise and for his -- I'm sorry, I always say Franz. It's Frantz. Thank you, Senator Frantz, for your great help and leadership on this and for all the expertise you brought to the table. And to my distinguished Ranking Member, Senator Boucher, and all those who participated in this. So, thank you very much, Madam President.

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Will you remark further?

Senator Boucher?

SENATOR BOUCHER:

Thank you, Madam President. Great to see you up there.

I rise, not to really go into the details of this particular bill, but to -- to certainly support the bill itself, but also the process and the individuals that were involved in this process. No question, this moves one of the State's best assets, its airports, and also includes areas of the municipal airports that were also dealt with in this in an appropriate manner, but it makes it a little bit more nimble while still protecting the interests of our employees that work at this airport and for the State of Connecticut as well.

It is a terrific day. It's one of the best processes I think I've experienced. Not only does the Transportation Committee work in such a uniquely bipartisan way, but this particular bill itself -- the way it was negotiated, discussed -- moved us together along the way simultaneously, including all sides of the aisle, all the individuals, making sure everyone was comfortable with what was in the bill. And, so, it was absolutely a pleasure to see the way things should work

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in a perfect world. This was a near-perfect exercise and experience, and a terrific bill, and I look forward to the comments of my colleagues on it that will go into more detail as far as the various aspects which we all, as I said, read very carefully and were brought on board with it.

So, I thank everyone involved, particularly Senator LeBeau, and my very distinguished colleague, Andrew Maynard, who is just a pleasure to work with on the Committee on a seasonal basis, and certainly my colleague Scott Frantz.

Thank you very much, Madam Chair -- Madam President.

THE CHAIR:

Will you remark further?

Senator Frantz.

SENATOR FRANTZ:

Madam Chair, good morning, and thank you -- good afternoon, and thank you very much.

I rise today on this very special occasion to talk for just a couple of minutes about one of the most exciting bills to come along in recent memory. Bradley International Airport has played a big role in the economy here in the state of Connecticut as well as in

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our war efforts. As we all know, it was built purposely for World War II training purposes, and then ultimately to -- to act as host for many of the different wings that flew for the Air Force and the Army -- the Army, Air Force, and various other divisions of the National Defense.

The history is very rich. We don't have time to run through it. There is actually a very good book on it. It used to be a grass field and it was, in fact, so heavily camouflaged, that if you look at the old photographs, there is no way that you'd be able to identify that, in fact, it's even close to being an airport. Today it is very, very much of an airport. And tomorrow, thanks to the good work -- and thanks also to the initiative of the Governor here, the Governor completely understands the value of Bradley Airport and the potential of Bradley Airport moving forward as not just an economic driver, but something that is an anchor point for Hartford, for Connecticut, for New England. It's a very, very important asset in a more global sense in this region.

But also due to the vision of Senator LeBeau and Senator Maynard and Senator Boucher, Representative Guerrera, Representative Berger, and others, they saw

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from day one -- and this goes back almost 10 years, long before I even thought about getting into public service, I knew this Senator sitting right over here, Senator LeBeau because we had worked on other economic development issues. He saw immediately what the issue was with Bradley Airport.

And just to let you know, Bradley Airport, in the aviation community, is regarded as one of the absolute best operations in the country. If you talk to any commercial airline pilot, private pilot, helicopter pilot -- if you talk to any of the airline managers -- they will tell you that Bradley is their favorite place to operate because it's geographically in a great location. There is very little traffic around here, and they love the way the operations are executed at the airport. They give it an A-plus all the way around.

The challenge was to figure out how to run the airport on the land side, the non-airport side, more like a business. And that's been an ongoing effort here for a long time. And, once again, it gets culminated in a very well written bill here. And if there's any doubt about that, all you have to do is just look at the number of people who have signed onto it. And I'm sure

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that we're going to get many, many more. Once they have a chance to recover from last night's activities on the floors and actually read this bill, they will understand it.

So, thank you to the Governor. Thank you to all the Senators and the Representatives.

And Senator Kissel is another person who has been a big, huge proponent of the airport in so many different ways. He always rises to the occasion. He understands it. He gets it. He knows how this caged tiger can be unleashed, which is exactly what this bill does here, and it does it in earnest. It basically sets it free from a system that has held it back, and this is -- I will take a minute here to tell you that the Department of Transportation, the various Commissioners over the last 10 years, including Steve Corda, and a slew of others have done a magnificent job of running this airport.

The State tends to be somewhat -- somewhat slow just because of our regulations and our rules and so on, and our statutes, to do some of the basic functions in running a business. This bill clearly sets the airport free from that. DOT has done a wonderful job. This new Airport Authority, and the Airport Authority Governance

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Board will do an even better job for the benefit not just of the people involved with the airport, but also for the people in the business community. We know that -- and also there's another person who's been very, very helpful. Mark Daley was mentioned before by Senator LeBeau. He's the person who created the architecture of this new Airport Authority, and also Steve Corda, ex-Commissioner of the Department of Transportation, who has also been heavily involved at Bradley and done a tremendous amount of heavy lifting here to get us to where we are today. And none of this could have been done without Pam Sakato as well.

We all know the airports are economic drivers. They are very, very different animals these days than they were just 20 years ago when they used to be considered -- I think all of us would agree -- transportation assets or facilities, somewhat clinical as compared to what they are today, which is in many cases living cities. Some airports look just like shopping malls, lots of restaurants, lots of retail operations going on. Very exciting places to be, almost like an amusement park in the case of some of the airports.

One of the great examples I like to turn to is Sapol



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Airport in Holland. This wonderful Dutch airport is not just a transportation facility. It is a living city with office buildings that rise very high, especially considering how close they are to the actual runways of the airport. You have lots of financial services, investment banks, merchant banks, and other companies like that right there, and tens of thousands of people actually go to work there every day. Great place to have conventions, great place to connect through, and so on.

We do know that airports do make a significant contribution to the economy. Interestingly, the REMI models that were run fairly recently on Bradley International Airport produced numbers between \$4 billion and \$32 billion in economic development. Two different approaches, but pick a point in the midway of 4 and 32 and you know that's really, really significant. So, it is very important that we are doing the right thing with this airport. This bill does exactly that.

And also the General Aviation Airports that are put into the mix here with separate funding -- funding accounts, but under the same umbrella, it's going to be a net positive for them as well because there will be additional bargaining power with federal opportunities

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in terms of grants. And if we have -- as passionate a board as we have had in the past at Bradley International Airport for the new Airport Authority Board, they are going to do wonderful, wonderful things for the airports. And Senator Maynard, I think, will be very happy about what happens to Groton Airport and many of the other airports as well.

Municipal airports will remain under the same sets of conditions as they are today. However, they can also look forward to a good -- a good amount of funding and good treatment going forward because I know for a fact that the board of 11 people is going to be a passionate group of economic development people as well as aviation oriented and marketing and business oriented people.

To sum up, I want to again thank Senator LeBeau and Senator Maynard and all the others for -- and the Governor very much so for bringing what I think is one of the most important things -- important bills in a long, long time with respect to economic development and transportation. I know for a fact that all of you sitting in the Chamber today will be very, very proud of what happens to this airport moving forward. Give it a year, maybe 18 months to go through this transition, and you will look back and you will feel very, very good

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about your positive vote today.

Thank you very much, Madam President.

THE CHAIR:

Thank you.

Will you remark?

Senator Kissel.

SENATOR KISSEL:

Thank you very much, Madam President.

While I grew up with Bradley International Airport in my backyard just up the road, up Aquanic Avenue as I grew up in Windsor. It wasn't until my early twenties that I actually took a flight, and I have been lucky enough to take some flights afterwards. And whenever you get dropped off at the airport and check in your luggage and you see those BDL tags put onto your suitcases, you get this sort of excitement because you're on an adventure. You may be visiting relatives and friends. You may be competing in other places of the country, but you know you're going to someplace exciting and you're going to fly. And when you hear those engines start and they position you on the runway -- if you're anything like me, it's exciting. It's exciting.

That's how I feel this afternoon. I cannot thank

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Senator LeBeau, Senator Maynard, Senator Boucher, and the former Chairman of the Bradley board of directors, Senator Frantz for working tirelessly on this bill. I'm not the one taking off. You've set in motion the fact that our international airport is now going to take off. By this legislation, you have taken it down the runway, turned it ever so slightly, and set it so that it is about to rev those engines and take off.

How exciting for the four communities that I represent that actually touch Bradley International Airport: Suffield, East Granby, Windsor, and the town that has so much to do with Bradley International Airport, Windsor Locks. There's another exciting things taking place in the town of Windsor Locks regarding The Connector, and changing an off-ramp to open up a whole new area for development, and all of these things are happening at the same time. It has not been an easy road.

Years ago, Senator LeBeau, before I believe Senator Frantz was even here, we tried to move some legislation through and perhaps we made the strategic mistake of putting together the change in the operation of Bradley International Airport with the whole idea of enterprise zones, and unleashing the communities and

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what they could do around that airport. And you know how this building is. Either of those concepts, great on its own; but for those detractors, it was a large target. They might tell you one day, "We like this part, but not that part; or that part or this part." And there were years where we got great legislation through this Chamber only to see it flounder on the rocks of the House on the floor below.

Well, being wise in our approach, bifurcating the issues, year or so ago very exciting, very heady times, working -- especially Senator Frantz, Senator LeBeau and myself with the administration, getting administration buy-in. So, now the enterprise section of the bill -- of the law is set and is merely waiting for the economy to catch up with it so that that can be unleashed. And this year you folks were the workhorses to take that second prong and drive it through. And, you know what? I knew good things were going to happen. Seeing Senator Frantz working with Senator LeBeau again on this issue, I knew it was in fabulous hands.

In fact, during the campaign after Senator LeBeau decided he was not going to pursue a career as governor, but go on, run for his Senate seat, I'm opening up local papers, Hartford Courant, Journal Inquirer, and there

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he was with candidate Malloy at Bradley International Airport championing the idea that they were going to unleash the forces that are gathered there. They're going to tap into that critical mass that is already there for all the reasons that Senator Frantz said.

It's a gem. It's a gem. Second largest airport in all of New England, and really a hub for all of western New England. So much potential. A hop, skip, and a jump from Interstate 91, that huge north-south corridor. And from there, boom, 84, from 91, 95, all over, not too far from places like Albany; not too far from Springfield or Hartford. Ah, perfectly located.

It's exciting when you fly out of or into Bradley International Airport because as the flights are lower, you see how beautiful the state is. When I fly into other places, you realize quite often they are surrounded by big cities, sprawling, rangy cities. But when I come home to Bradley, I realize that that airport is in a sea of green, with fields and forests and maybe a pool here or there, tobacco fields. And depending on the season, maybe you'll see a vast netting. And you look at the roadways, and they -- a perfect confluence. There are already large corporations that decided, "This is a good place to locate."

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I remember when Walgreens wanted to create a huge distribution center. It looked around, and I will credit Governor Rell at that time for offering wonderful incentive package. But Rhode Island was fighting like heck to get the location over there. And I know the greater Boston area want it over there. But Walgreens decided to create a huge distribution center a hop, skip, and a jump from Bradley International Airport. Makes sense.

I can't you the number of days when I'm coming into Hartford for session early in the morning, and I sort of chuckle. Because as I'm passing where The Connector feeds Bradley International Airport onto Interstate 91, depending on the time of the morning, one after another after another FedEx truck comes zooming down. They have their own cool planes. We see them as they land and take off. And that's just what we have right now, and it's going to explode. And you will are so visionary because you realize it's not just the four communities that touch the geography of Bradley International Airport. We can leverage that airport to be an engine for the entire state of Connecticut.

And you know what? With your vision, we're going to be able to watch this unfold, not in decades, but in

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a few short years. And I am very excited to sit down with the folks that I have met recently, and I want to thank Senator Frantz for introducing me to Mr. Daley at the Department of Transportation. And we're already in the process of sitting down, so, I will be able to come up to speed as to what is going to take place step-by-step by step-by-step in my own backyard -- in my own backyard.

So, without be laboring this, I know we want to tackle a lot of bills this afternoon and it's one of the most beautiful Saturdays in all of our year, but I just can't thank anyone who touched this bill enough. I just can't thank you enough. This is so great, not only for my District, but for north central Connecticut, for western Massachusetts, for the corridor. Just think, we also want to work on that New Haven to Springfield rail corridor. This is right there, hop, skip, and a jump. The nexus is just starting to spin, and I can envision this. This is really exciting stuff.

With that, I am delighted, Madam President -- again, high praise, my highest thanks, Senator LeBeau, Senator Frantz, Senator Maynard, Senator Boucher, and all our colleagues in the House that had something to do with this; and Governor



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Malloy -- Governor Malloy -- for seeing the potential that was there and saying, "That's a good idea. Let's run with it." And within a few short months, off she goes, and we're all aboard.

Thank you, Madam President.

THE CHAIR:

Thank you, Senator Kissel.

Will you remark?

Senator McLachlan.

SENATOR McLACHLAN:

Thank you, Madam President. Good Saturday afternoon to you.

I stand in support of this bill, and I, too, want to thank the long list of people that Senator LeBeau has already mentioned. So, I won't repeat, although I would like to highlight some who have been key. Certainly Senator LeBeau and Senator Maynard, Senator Boucher, Senator Frantz, thank you for shepherding this through the Republican caucus here.

Airports, especially international airports, truly are an economic engine to any locale. And in Connecticut we can see the advantage of that in small ways already. And as Senator Kissel has already stated, this is great potential for future growth.

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This is a good construct of putting a team together of people focused on economic development and aviation.

I do have just a few short questions, if I may, for the proponent of the bill. The state of Connecticut is home to several municipal airports. My hometown of Danbury has had a municipal airport since 1928. It's at the intersection of Route 7 and Interstate 84, and we believe Danbury Airport is an economic engine to western Connecticut.

A municipal airport, certainly very different than an international airport, though important in our region alley economy. This bill, as I understand, excludes municipal airports. It is designed in this bill, as I understand, to focus on the organization, structure, and operation of our State airports. But I do have some questions for Senator LeBeau as it relates to some language in this bill that does seem to touch municipal airports. Through you, Madam President.

THE CHAIR:

Please proceed.

SENATOR McLACHLAN:

Thank you, Madam President.

Senator LeBeau, once again, thank you for your support and leadership on this. And obviously you were

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important in convincing Governor Malloy of how important this idea was, and I applaud your effort.

It's my understanding that the new Authority will have little or no input in the operation and management of municipal airports; that this Authority, as I previously mentioned, is supposed to be focused on Bradley and the other State airports. Is that your understanding?

Through you, Madam President.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Through you, Madam President. Good to see you.

Through you, Madam President.

That is correct. This bill deals directly with the Bradley and the General Aviation Airports -- our fine General Aviation Airports, I must say -- and we're going to have another bill, we think, next week to deal with one of them. Danielson, Groton-New London, and Hartford, the Brainard Airport, Waterbury-Oxford Airport, and the Windham Airport. And it speaks only tangentially about the municipal airports in that it provides for the possibility of those being -- becoming part of the Authority or coming underneath the

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Connecticut Airport Authority if they so desire, and if there's -- that seems to be something that is mutually agreed upon in the future. It does leave the door open for that kind of marriage, but there's nothing in the bill that says "they shall be" or "they will be" or anything to that effect.

Senator? Through you, Madam.

THE CHAIR:

Senator McLachlan.

SENATOR McLACHLAN:

Thank you, Madam President.

Thank you, Senator LeBeau.

The current process, as I understand it, whenever there is an improvement to the municipal airports, the primary application for improvements is to the FAA. And the Department of Transportation under the current operation here in the state of Connecticut participates as an oversight of the application, but the primary authorization comes from the Federal government.

Through you, Madam President, will that change in any way by this new authority?

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

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Through you, Madam President.

I do not know. I do not believe so.

THE CHAIR:

Senator McLachlan.

SENATOR McLACHLAN:

Thank you, Madam President.

There are some specific lines that I'd like to refer to that were of some concern. Line 159 refers to budgets. And when you look at the budgets, once again, it is assumed that this references only the six state-owned airports, but it does say "in any other airports."

And, through you, Madam President, for clarification, is the municipal airports -- are the municipal airports subject to budget review by the new Authority?

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Thank you. Thank you, Madam President.

I just wanted to check with that -- check on that. Manny Marisotas is another person who has just done a great job on this bill and has helped us through, and he's standing behind me right now just to make sure that

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I don't answer incorrectly.

Actually, in that section, Line 59, there's a whole section -- that's in the section of the duties and powers to manage and operate the Bradley and the General Aviation Airports. And actually, under all of those sections, Line 144 through 145, it says "and other airports, develop an organizational and management structure, approve all safety and federal certification plans," etc.

And, again, it's the general aviation -- Bradley, General Aviation Airports, and any other airport's rules and regulations. That is the open door I was talking about. It does not impose the authority, does not have the power to do that. And any other airports, if they join -- if they come at some point in the future. So, there's no -- again, no intent to do that, but it's to leave the door open.

Look at -- you know, some of the airports may be having problems, other airports. I mean, this is the way I understand it. And they may want to become part of the State structure. If they have financial difficulties, whatever, and they may want to join a State structure for the strength that that would give them. And I think that's really why -- we wanted to

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THE CHAIR:

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of the State. There's no intent on the -- in this bill to do that, but it's to provide perhaps a future -- again, as I said, marriage if it's appropriate and if the parties want that. But there's no ability in this bill for the State to come in and take a municipal airport. That's not part of the bill.

Through you, Madam President.

THE CHAIR:

Senator McLachlan.

SENATOR McLACHLAN:

Thank you, Madam President.

Thank you, Senator LeBeau.

That was my understanding as I read the language, but I did see the specific reference. So, I wanted to make sure that any other airports was a future perception, not a current perception. Although on Line 255 it talks about licensing airports.

Through you, Madam President, is the state of Connecticut currently licensing municipal airports?

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

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If I could just pause for a moment, Madam.

THE CHAIR:

Chamber would stand at ease for a moment,  
please.

(Chamber at ease.)

SENATOR LeBEAU:

Yes, the State currently licenses --

THE CHAIR:

The Chamber would come back.

SENATOR LeBEAU:

I'm sorry.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Thank you, Madam President.

Yes, the answer is that currently the State  
does license, and that in this section these are all  
the powers that would accrue to the new Authority so  
that, yes, they do license all our ports and  
heliports within the state.

THE CHAIR:

Senator McLachlan.

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SENATOR McLACHLAN:

Happy Saturday afternoon, Madam President.

THE CHAIR:

Happy one to you also, sir. And I hope it's only the afternoon, sir.

SENATOR McLACHLAN:

I'm in agreement. That's a green button on that one, okay?

THE CHAIR:

Okay, good.

SENATOR McLACHLAN:

Through you, Madam President.

The reference also about managing federal aid, it's my understanding that the current grant process will relatively remain the same. In fact, it's my understanding that a lot of the personnel that have managed that for DOT are likely to be part of the new Authority. So, for instance, a municipal airport seeks through the FAA upgrades to runways or lighting or whatever the case might be. That application process, again, is primarily to the FAA, but the State does have signing authority because they participate at a 3% level or something, a relatively small amount of the total project. So,

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it's my understanding that that process is relatively the same with the new Authority.

Through you, Madam President.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Through you, Madam President, that is correct. As a matter of fact, Madam President, I don't believe that there's any specific language in the bill that, again, for the Authority airports, it does mention that they shall have the power to do this. But the Authority shall have the power because, again, it's the transfer of power from the DOT to the new Authority, and that's why it's mentioned in the bill. But I don't believe there's any reference, again, in that section to the municipal airports.

THE CHAIR:

Senator McLachlan.

SENATOR McLACHLAN:

Thank you. Thank you, Madam President.

Thank you, Senator LeBeau, for that answer.

Just two more relatively brief questions.

Again, on Line 704 it refers to the authority

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collecting rents, fees, and charges, and I'm pretty sure this is another one of those instances where it's "and other airports," but I just wanted to clarify that the revenues to municipal airports remain at the municipal airport.

Through you, Madam President.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Exactly. Through you, Madam President.

That is exactly correct that the Authority -- again, it's establishing -- because we have to give by law the power to the Authority to do this. And, again, there's the open little piece when it says, "and any other airports and to contract with any person, partnership, association, or corporation," etc.: So, they have the power to do that in the future if that were deemed to be the right way to go.

THE CHAIR:

Senator McLachlan.

SENATOR McLACHLAN:

Thank you, Madam President.

Thank you, Senator LeBeau. My last question

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may be a little more complicated because it -- it doesn't really agree, necessarily with your statement that it's a voluntary relationship going forward.

So, if a municipality seeks to reach out to the Connecticut Airport Authority and be -- come under their umbrella, and I guess the local municipality in that process would have to decide to sell the -- their airport and property to the Connecticut Airport Authority, that's what you were leading to; that any other airports refers to future expansion of the Airport Authority.

However, on Line 1328 it speaks to a less friendly approach to that end by way of taking in eminent domain. Could you speak to why the Airport Authority is being granted that specific kind of power over a municipal airport?

Through you, Madam President.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

If we could pause one moment, Madam President, so I can find that.

THE CHAIR:

The Senate will stand at ease.

(Chamber at ease.)

SENATOR LeBEAU:

I want to make sure I have the -- I have been working off of the draft copy and I want to make sure --

THE CHAIR:

The session will come back in.

SENATOR LeBEAU:

Through you, Madam President.

I have been working off the draft copy and all my notes were related to the draft copy. So, I want to make sure I have the same -- same number.

Through you, Madam President.

THE CHAIR:

Senate will come back.

SENATOR LeBEAU:

Thank you.

THE CHAIR:

Please proceed, sir.

SENATOR LeBEAU:

You may know that that is current language. And what we're doing in this section, it amends the



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section that provide that any interest in a municipal airport taken by the Commissioner of DOT may be transferred to the Authority with the consent of the Authority, the State Properties Review Board, and Attorney General. So, it transfers that power which currently exists.

So, that is a current -- currently DOT could do that -- the Commissioner can do that, and it transfers that power over to the Connecticut Airport Authority. It's not a new power.

THE CHAIR:

Senator McLachlan.

SENATOR McLACHLAN:

Thank you, Madam President.

It's my understanding in reading the amendment before us that if the Authority wishes to purchase the land, the municipality has to have a vote. And if the referendum vote is negative, that the new Airport Authority still has authorization to go through eminent domain to take the property. Am I correct in understanding you're saying that that's current law, that the State of Connecticut can do that?

Through you, Madam President.

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THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Through you, Madam President, could you specify what line eminent domain is mentioned?

THE CHAIR:

Senator McLachlan.

SENATOR McLACHLAN:

Through you, Madam President.

Line 1352 -- well, I -- actually, I'll start at 1350. "After a purchaser taking has been legally approved or its disapproval has been set aside by the Superior Court, the State may proceed with the purchase or taking upon paying just compensation to the municipality." That's eminent domain.

Through you, Madam President.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Through you, Madam President.

Thank you, Senator McLachlan, for pointing that out. Again, that is current language, and what we're doing is transferring that authority from the Commissioner to the Connecticut Airport Authority.

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THE CHAIR:

Senator McLachlan.

SENATOR McLACHLAN:

Thank you, Madam President.

Okay. Then, that does lead to another question, and I think you know where I'm going here; that Danbury Municipal Airport is a very terrific asset that the city, residents, and Government may decide that it's appropriate to join the Connecticut Airport Authority, but it may not. And I just want to sort of layout one very serious concern here is that an Authority of 14 people, I believe is the size of the board, can authorize this. And I just sort of want to layout on the table we don't want to see that.

I'm a co-sponsor of this. I think it's all a great idea. But in the interest of municipal airports who may see the advantage of retaining their autonomy as a municipally run airport, I just want to be on record as saying that everything in this bill is positive, an economic engine; great idea to jump start the aviation economic development of Connecticut, but I wouldn't want to see what I just described to you by way of a unfriendly

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acquisition of additional airports by way of the language that we've just discussed.

Through you, Madam President.

THE CHAIR:

Senator LeBeau?

SENATOR LeBEAU:

Let me just through you, Madam President, just state there's -- again, there's nothing new in this -- that portion of the bill. It's the Commissioner's power that currently exists. The -- we're not trying to expand that and there's certainly no intent in this bill, in any way, shape, or form to impose the will of the State on a municipal airport. We've got plenty to do. We've got plenty to develop. We've got plenty of opportunity to expand economically, and there's no intent here to do that whatsoever.

So, as much as I can reassure you, Senator, I'm trying to do so. And, again, there's no intent in this bill to do so.

Through you, Madam President.

THE CHAIR:

Senator McLachlan.

SENATOR McLACHLAN:

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Thank you, Madam President.

Thank you, Senator LeBeau. I want to reiterate that this is good news for Connecticut. I think that there may come a day when municipal airports will decide that it's good to be on the team instead of, you know, being a supporter of the team. The time may come when the aviation business demands the ability to be a part of the Airport Authority, but I just wanted to be sure that at this time the State of Connecticut and the Administration had no intention to expand beyond the current properties that the Airport Authority will have.

Thank you for your work on this, and thank you to all that have worked so hard for it.

Thank you, Madam President.

THE CHAIR:

Thank you. Will you remark? Will you remark?

I gather at this point -- at this point --

Senator LeBeau.

SENATOR LeBEAU:

If there's no objection, Madam President, I move this bill to the consent --

THE CHAIR:

This is an amendment.

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SENATOR LeBEAU:

Excuse me, that's right. So, we've moved the amendment. I guess we'll just vote if there's no further discussion.

THE CHAIR:

No discussion, we'll do the voice. All in favor?

SENATORS:

Aye.

THE CHAIR:

Opposed?

The amendment is adopted. We're now on the bill.

Senator Kane, good afternoon, sir.

SENATOR KANE:

Thank you, Madam President.

Good afternoon. I apologize for missing a good portion of the debate, but through you, if I could, just a question to the proponent.

THE CHAIR:

Please proceed, sir.

SENATOR KANE:

Thank you, Madam President.

To you -- through you to Senator LeBeau, I am

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in support of this bill and I do look forward to its passage. If you could just -- as you also know, I represent the Town of Oxford, which includes the Oxford Airport. I think people are well aware. So, if you could, just briefly just give me an overview how this benefits Oxford Airport and some of the other regional airports as well as Bradley, through you.

THE CHAIR:

Senator LeBeau.

SENATOR LeBEAU:

Through you, Madam President, I think like Bradley, and having a quasi-public which is still responsible, and with appointments by the Governor and having the DOT Chair and the DECD Chair, and appointments made by the members of this Circle and the House, forming a body to operate, the General Aviation Airports and Bradley -- that this will be, as we stated, working towards and the purpose of the bill to help create economic activity at those airports. And it will become more of, I think, of a goal than it has been in the past in the sense -- which was just in a sense to operate them, to keep them running, to make sure everything was run -- and

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they've done it as pointed out by Senator Farren, a remarkably good job at that, have not done a good job at expanding routes, at expanding economic activity, at marketing the airport and bringing in new carriers, at seizing opportunities that have been there that we know that have been dropped.

So, I think that those benefits accrue both to Bradley and to the General Aviation Airports, including Oxford which I see having a very bright future. )

THE CHAIR:

Senator Kane.

SENATOR KANE:

Thank you, Madam President.

Thank Senator LeBeau for his answer. That is pretty much what I expected you were going to say, and I look forward to passage of the bill, and looking forward to voting for the bill. Oxford has seen incredible growth and we can do much more. And with something like this where we can develop some economic activity there throughout the communities would be wonderful, and I look forward to supporting.

Thank you, Madam President.



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THE CHAIR:

Thank you. Will you remark further? Will you  
remark further?

If not, Senator LeBeau.

SENATOR LeBEAU:

Thank you, Madam President.

I appreciate that pause. I guess we'll move  
this to the Consent Calendar if there's no  
objection.

THE CHAIR:

Seeing no objection, so ordered.

Senator Looney.

SENATOR LOONEY:

Thank you. Thank you, Madam President.

Madam President, would move for immediate  
transmittal to the House of Representatives of the  
emergency certified Senate Bill 1242 upon which the  
Senate acted last evening.

THE CHAIR:

Seeing no objection, so ordered.

SENATOR LOONEY:

Thank you, Madam President.

Madam President, if we might stand at ease for  
just a moment.

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Madam President, there's two items placed on today's Consent Calendar. Number 1, calendar page 7, Calendar Number 403, and Calendar page -- correction. Calendar page 7, Calendar 403, Senate Bill 918. And on page 37, Calendar 149, Substitute for Senate Bill 1003.

Madam President, that completes the items placed in the first Consent Calendar.

THE CHAIR:

At this point, Mr. Clerk, will you call for a roll call vote? And the machine will be open on the Consent Calendar.

THE CLERK:

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.

THE CHAIR:

Senator Coleman, Senator Boucher, would you like to cast your votes, please?

For all members who voted, have all members voted? The machine will be closed.

Mr. Clerk, will you please call the tally?

smj/gbr  
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THE CLERK:

Motions on adoption Consent Calendar number 1.

Total number voting 36

Those voting Yea 36

Those voting Nay 0

Those absent, not voting 0

THE CHAIR:

The Consent Calendar has passed.

Senator Looney.

SENATOR LOONEY:

Thank you, Madam President.

Madam President, I move immediate transmittal to the House of Representatives of all items acted upon in the Senate today requiring action in the House of Representatives.

THE CHAIR:

Seeing no objection, so ordered, sir.

Any points of personal privileges or announcements at this time? Seeing none, Agenda 2.

Senator Looney.

SENATOR LOONEY:

Thank you. Thank you, Madam President.

Madam President, that concludes our business for today's session. I want to thank all of the