



General Assembly

**Amendment**

January Session, 2007

LCO No. 8470

\*SB0136508470SD0\*

Offered by:

SEN. LEBEAU, 3<sup>rd</sup> Dist.  
SEN. DEFRONZO, 6<sup>th</sup> Dist.  
REP. BERGER, 73<sup>rd</sup> Dist.  
REP. GUERRERA, 29<sup>th</sup> Dist.

To: Subst. Senate Bill No. 1365

File No. 495

Cal. No. 403

**"AN ACT ESTABLISHING THE BRADLEY INTERNATIONAL AIRPORT ECONOMIC DEVELOPMENT CORPORATION FOR AIRPORT-DRIVEN ECONOMIC DEVELOPMENT."**

1 Strike everything after the enacting clause and substitute the  
2 following in lieu thereof:

3 "Section 1. (*Effective October 1, 2007*) (a) The Department of  
4 Economic and Community Development, in consultation with the  
5 Department of Transportation, shall conduct, within available  
6 appropriations, a study of the governance, control and management of  
7 Bradley International Airport and its role, and, where applicable, other  
8 Connecticut airports' roles in fostering airport-driven economic  
9 development strategies and marketing across the state. Such study  
10 shall review national and international trends, including, but not  
11 limited to, airports located in comparable markets to:

12 (1) Assess potential economic development and job creation  
13 strategies where proximity to, or dependence on, Bradley International  
14 Airport could be a significant advantage;

15 (2) Identify and assess conditions affecting Bradley International  
16 Airport including, but not limited to, comparable administrative  
17 structures, transportation resources and regional airport competition,  
18 local taxing policies, municipal or state regulations, municipal  
19 economic development programs, inter-town cooperation, state agency  
20 cooperation, and other existing legal and institutional barriers that  
21 serve to enhance or constrain the state's ability to maximize Bradley  
22 International Airport as a resource for economic growth;

23 (3) Assess and compare, and determine the interrelationship of,  
24 Bradley International Airport's marketing programs, economic impact  
25 on the state and local economy, master plan, and operational,  
26 governance and organizational structures with such programs,  
27 economic impacts, plans and structures in other comparable airport  
28 markets;

29 (4) Identify options for the reorganization of Bradley International  
30 Airport based on various airport management models applied by  
31 comparable airports and address in such options: (A) Strategies for  
32 developing a mission for Bradley International Airport that is  
33 consistent with the state's interest in fostering job growth, economic  
34 development and competitiveness; (B) potential benchmarks to  
35 measure Bradley International Airport's progress toward meeting its  
36 mission, and its growth, sustainability and competitiveness in the  
37 airline industry; (C) potential response by the airline market to such  
38 options; (D) strategies for preserving job classes and collective  
39 bargaining agreements in any restructure; (E) an assessment of airport  
40 use and services contracting methods and recommendations for  
41 changing or preserving such methods; (F) strategies for instituting an  
42 economic development plan and improving and coordinating Bradley  
43 International Airport's master plan and marketing programs to such  
44 economic development plan; and (G) based on consultations with the

45 Bradley International Airport Board of Directors, one or more regional  
 46 planning organizations serving municipalities in or around Bradley  
 47 International Airport, the Bradley International Community Advisory  
 48 Board established pursuant to subdivision (c) of section 15-101pp of  
 49 the general statutes, and other local or regional organizations as  
 50 deemed necessary by the Commissioner of Economic and Community  
 51 Development, an assessment of the composition of Bradley  
 52 International Airport's decision-making structures and identify  
 53 strategies for improving such structures while ensuring continuity  
 54 from existing decision-making structures to any other structures that  
 55 may be recommended;

56 (5) Where feasible, provide a cost-benefit comparison of Bradley  
 57 International Airport's existing financial position with any such  
 58 recommended options; and

59 (6) Assess the complementary role that other Connecticut public use  
 60 airports could play in driving economic development and increasing  
 61 the state's economic competitiveness in the region and internationally.

62 (b) On or before January 15, 2008, the commissioner shall report the  
 63 preliminary findings and recommendations of such study, and on or  
 64 before February 15, 2008, the final findings and recommendations of  
 65 such study, in accordance with the provisions of section 11-4a of the  
 66 general statutes, to the Governor and to the joint standing committees  
 67 of the General Assembly having cognizance of matters relating to  
 68 commerce and transportation."

This act shall take effect as follows and shall amend the following sections:		
Section 1	October 1, 2007	New section