



TOWN OF OXFORD

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

re: SB 264 AN ACT EXEMPTING CERTAIN DEVELOPMENT AT STATE-OWNED AIRPORTS FROM ENVIRONMENTAL IMPACT STATEMENTS

Senator Meyer, Representative Roy and members of the Environment Committee. Thank you for the opportunity to express my support for SB 264 which Senator Kane has proposed for consideration. I am grateful to the committee for granting this legislation a public hearing and hope that my testimony and support will result in a favorable outcome that will amend the statute as proposed.

SB 264 would amend the Exceptions Section 22a-1F of the general statutes to exempt PRIVATELY FUNDED airport infrastructure projects from the requirement to prepare Environmental Impact Evaluations (EIE) when the project is being built on state owned airport parcels that have already been designated to support aviation infrastructure under the current airport master plan.

Eliminating the CEPA, EIE requirement will reduce total project cost, advance the start date of all fully funded and approved projects and reduce the time to market currently being experienced by Connecticut aviation services provider operating from our state owned facilities.

Surely the committee would agree that in today's declining economy, the state cannot afford to delay the immediate and long term economic benefits of construction and permanent job creation and the economic multipliers derived from projects that will market aviation services regionally and nationally especially when these projects enjoy immediately available private funding.

As First Selectman of the Town of Oxford, I want to emphasize that a \$33 million dollar 273,000sf hangar, executive terminal and aviation services building has been approved by DOT, DEP, STC and Oxford's Conservation and Inland Wetland Commission since September of 2007.

The town is a stakeholder in this project because the 200,000 cubic yards of fill required to improve the airport hangar site will be removed from adjoining town property resulting in a significantly improved town owned parcel that will host additional flex space manufacturing building that will be built to market.

This project will generate 200 construction jobs for 14 months plus 300 permanent aviation services positions when the facility becomes operational.

The new infrastructure will host 30 modern wide-cabin corporate jets that will purchase charter, maintenance, administrative and flight services from a long standing Oxford Company that is a market leader in the provision of these services to the private jet management marketplace.

On behalf of the Town of Oxford and our State representation I am asking for your support in making this legislative change that will help our state owned airports compete in the regional and national marketplace while providing regional benefits to the Town of Oxford and the other Connecticut communities that host such facilities.

I would like to thank you for giving me this opportunity to present this testimony and ask for your support in approving a Joint Favorable report that will allow this legislation to progress.