



## State of Connecticut

### SENATE

STATE CAPITOL  
HARTFORD, CONNECTICUT 06106-1591

**SENATOR ROBERT J. KANE**  
DEPUTY MINORITY LEADER  
THIRTY SECOND SENATE DISTRICT

**RANKING MEMBER**  
BANKS COMMITTEE  
HUMAN SERVICES COMMITTEE

**MEMBER**  
APPROPRIATIONS COMMITTEE  
COMMERCE COMMITTEE

LEGISLATIVE OFFICE BUILDING  
ROOM 2003  
HARTFORD, CT 06106-1591  
HOME: (203) 217-1333  
CAPITOL: (860) 240-0381  
TOLL FREE: 1-800-842-1421  
FAX: (860) 240-8306  
E-mail: Rob.Kane@cga.ct.gov

February 13, 2009

### **Testimony of Senator Robert J. Kane 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 I proposed for consideration. I am grateful to the committee for granting this legislation a public hearing. I apologize that I am not able to testify in person but I am out of town for a family commitment.

SB 264 would modify the Connecticut Environmental Policy Act (CEPA) to exempt certain privately funded development at state owned airports from environmental impact studies. Environmental impact studies while valuable are time consuming often taking 12 to 18 months. They are also costly.

The passage of this legislation would directly impact an important project in my district at the Waterbury-Oxford Airport. Construction is ready to begin on a \$33 million dollar privately funded hangar project. This would create 200 construction jobs for approximately 18 months and would establish more than 300 new aviation services positions within 3 years. Additionally 85,000 square feet of industrial space will be built to bring in new businesses. A project of this quality is significant to the Town of Oxford and to the surrounding region as it stands to stimulate the local economy.

The requirement for a CEPA study for this project is unnecessary. State owned airports such as Waterbury-Oxford Airport are already designated as economic growth areas. CEPA land use policies have little application to facilities that are already dedicated to the growth of aviation services on airports that have already received FAA subsidies. There is no incremental value being contributed by the CEPA regulatory process. The Department of Transportation, the Department of Environmental Protection and local

land use boards and commissions already have permitting authority over airport landside development proposals brought forward by private developers. This particular project won approval from the permitting authorities in September of 2007. The CEPA regulation is the only roadblock to breaking ground. Additionally the Connecticut DOT's Bureau of Aviation and Ports along with the FAA administer airport master plans which are subjected to extensive public review before approval.

In closing, bill is extremely important to the Town of Oxford and the economic development of this area. All of the pieces are approved and in place. I along with town officials fear the loss of more time will be detrimental to this development so I urge your support and approval of this proposal.

Thank you for your thorough consideration.