

HARTFORD - BRAINARD AIRPORT PROPERTY (BAP) STUDY: 2022/2023

STATE OF CONNECTICUT

DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

APRIL 13, 2023



BEJ Planning

AGENDA

PUBLIC WORKSHOP 2 - APRIL 13, 2023



- Introduction and Schedule Overview
- Economic Conditions (*Questions from the last meeting*)
- Environmental Conditions (*Initial Results*)
- Current Airport Operations Overview
- Public Outreach and Next Steps

INTRODUCTIONS

BFJ PLANNING



Frank Fish
FAICP
Principal-in-Charge



Thomas Madden
AICP
Project Manager



Suzanne Goldberg
BFJ Planning
Project Coordinator



Taylor Young
AICP

SUBJECT MATTER EXPERTS



James Olsen, PG, LEP
TIGHE & BOND
Environmental



Ron Price
QED AVIATION AND
AIRPORTS
Airport Operations



Jamison Dague
HR&A
Economics

LEGISLATIVE MANDATE PUBLIC ACT NO. 22-118, SECTION 426

STUDY OBJECTIVE

The state shall, consistent with and supportive of the goals of promoting the health, welfare and safety of the people of the state and increasing their quality of life, boosting tourism, stimulating the economy and enhancing the ability of people to enjoy the Connecticut River, assess the benefits and opportunity costs to the city of Hartford and to the state of the current use and alternative uses of the Hartford Brainard Airport property.

LEGISLATIVE MANDATE PUBLIC ACT NO. 22-118, SECTION 426

STUDY COMPONENTS

The study shall assess the following:

- 1) The economic impact of the current use of the property to the state and to the region surrounding the property;
- 2) The economic impact of alternative uses of the property, including commercial, residential, and recreational opportunities, to the state and to the region surrounding the property;
- 3) Identification of any environmental or flood control obstacles to the development of alternative uses of the property, including the conducting of any required testing of the site and the possible avenues and associated costs to render the property environmentally developable;
- 4) Identification of any federal, state or local governmental obstacles, including existing contractual obligations, to the development of alternative uses of the property, the possible avenues to remove each such obstacle and the associated costs of pursuing each avenue; and
- 5) The highest and best use of the property, if not its current use, taking into consideration the findings of subdivisions (2) to (4), inclusive of this subsection and the goals set forth in subsection (a) of this section.

PROJECT SCHEDULE

2023

NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
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Airport Operations and Environmental Due Diligence

Highest and Best Use Scenarios

Recommendations on Current and Alternative Development Scenarios

Final Report and Presentation

Workshops

BFJ PLANNING



ECONOMIC

CONDITIONS



HR&A INTRODUCTION

HR&A IS CURRENTLY ASSESSING THE ECONOMIC AND FISCAL IMPACTS OF HFD.

As a part of this study, HR&A will assess:

- The economic impacts of HFD on the City of Hartford, the region, and the State of Connecticut for both continued operations and alternative scenarios.
- The fiscal impacts of HFD on the City of Hartford and the State of Connecticut for both continued operations and alternative development scenarios. This includes:
 - PILOT (questions from the last meeting)
 - Tax revenues (TBD)
 - Other fees and revenues (TBD)

CURRENT ECONOMIC IMPACT ANALYSIS OF HFD

SUBJECT MATTER EXPERT REVIEW

1. Review of Prior Studies and Reports
2. Airport Activity Survey and Registered Aircraft Owner Survey
 - Quantitative data to inform economic impact model inputs
 - Qualitative data, including richer context to activity at the airport
 - Surveys developed and in the field as of April 10th
3. Hartford Market Assessment Report
 - Site/neighborhood visit
 - Scan of regional demographic, employment, and real estate trends
 - Stakeholder outreach to inform and/or validate market data

SURVEYS

AIRCRAFT OWNERS AND EMPLOYERS

Two surveys are in circulation to help assess the economic impact

Audience Research & Analysis

Hartford-Brainard Business Operator Survey 2023

1. Please check each type of **business you operate** at Hartford-Brainard airport. *
Check each that applies.

<input type="checkbox"/> Aircraft parts	<input type="checkbox"/> Fuel sales
<input type="checkbox"/> Aviation education/ Instructors, Management	<input type="checkbox"/> General aviation maintenance including runways
<input type="checkbox"/> Community Services Based at Airport	<input type="checkbox"/> Hangar/Tie-down rentals
<input type="checkbox"/> Emergency Medical Transport	<input type="checkbox"/> Service and repair of avionics
<input type="checkbox"/> FBO management (flight planning, pilot room, baggage, parking, etc.)	<input type="checkbox"/> Other - Write In <input type="text"/>
<input type="checkbox"/> Federal Agency (e.g., DEA, FBI, National Guard, Homeland Security)	

2. In a few sentences, please describe your business.
OPTIONAL

[Back](#) [Next](#)

10%

Hartford-Brainard Aircraft Owners Survey 2023

Please enter the approximate **percentage** of the total amount reported above for each category below. *
Please enter a "0" for any category that is not applicable.

Fuel	<input type="text"/>
Supplies (other than fuel)	<input type="text"/>
Hangar or Tie-down rent at Brainard	<input type="text"/>
Maintenance at Brainard	<input type="text"/>
Insurance	<input type="text"/>

0 out of 100 Total

CURRENT ECONOMIC IMPACT ANALYSIS OF HFD

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CURRENT FISCAL IMPACTS OF HFD

SUBJECT MATTER EXPERT REVIEW

- State-owned property
- Tax exempt
- State makes a consolidated PILOT for all State-owned property in municipalities across Connecticut.
- Airport's assessed value is included in the State's calculation of the consolidated PILOT it makes to the City of Hartford.

Source: Municipal Grants State of Connecticut, 2022 Use of Hartford Brainard Airport's Site, 2016.



CURRENT FISCAL IMPACTS OF HFD

PAYMENT IN LIEU OF TAXES (PILOT)

Airport does not make PILOT to the City of Hartford; instead, State makes a PILOT for all State-owned property in Hartford, *a share of which can be attributed to the airport.*

- PILOT attributed to State-owned airport equals 45% of property tax.
- State has underfunded statutorily required PILOT for decades.
- Beginning in FY 2022, State established new allocation of limited PILOT funding to cities with higher needs. As a result, and as a result, Hartford receives 50% of the total PILOT formula as a Tier 1 city
- This results in an effective PILOT calculation that is 22.5% of the property tax in the case of the PILOT attributed to the airport

CURRENT FISCAL IMPACTS OF HFD

WHAT IS THE VALUE OF THE PILOT AT THE AIRPORT?

FY 2023 Estimated PILOT	All State-Owned Property in the City of Hartford	Hartford-Brainard Airport
Assessed Value	\$1.1B	\$40M (3.6%)
Real Property Tax Rate	7.43%	7.43%
State-mandated PILOT Rate	*53%	45%
Tier 1 PILOT Share	50%	50%
Value of PILOT	\$21M	Est. \$668K

Source: 2022 Building Inventory State of Connecticut; Municipal Grants State of Connecticut, 2022 Use of Hartford Brainard Airport's Site, 2016; State of Connecticut, *State-Owned Property - Payment in Lieu of Taxes (State Owned PILOT), 2022.*

* - Represents blended PILOT rate based on shares of different exemption codes including, general government, corrections, education, hospitals, etc.

CURRENT FISCAL IMPACTS OF HFD

FISCAL BENEFITS TO CITY OF HARTFORD & STATE FROM HFD

HFD provides fiscal benefits to the City through multiple channels, including;

1. Local Benefits

- Other Fees and Revenues (e.g., Aircraft Registration Fees)
- Payment in Lieu of Taxes (PILOT)

2. State Benefits *(5.2% Share of revenues returned to Hartford through municipalities revenue sharing grant)*

- Sales Taxes
 - Repair or replacement parts exclusively for use in aircraft and aircraft repair services are exempt
- Personal and business income taxes
- Motor fuels taxes
- Other taxes (e.g., Gross Earnings Tax, etc.)

Source: CT State Department of Revenue Services; Municipal Revenue Sharing Account, 2019;

NEXT STEPS

- Survey follow up and analysis of responses
- Quantify fiscal impacts
 - Taxes and fees
 - Affirm PILOT structure under new Tiered system
- Economic impacts modeling using inputs developed from survey responses
- Advance real estate market assessment

Source: CT State Department of Revenue Services; Municipal Revenue Sharing Account, 2019;

ENVIRONMENTAL

CONDITIONS



ENVIRONMENTAL CONDITIONS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

- **Purpose of a Phase I ESA**
 - **Identify Areas of Concern (AOCs)** as defined in the Connecticut Department of Energy and Environmental Protection (CTDEEP) Connecticut Site Characterization Guidance Document (SCGD) and **Recognized Environmental Conditions (RECs)** as defined in ASTM E1527-21 Standard Practice for Environmental Site Assessments (the ASTM Phase I Standard).
 - **Review of past and current subject property activities.**
 - **Determine if surrounding properties have the potential to impact soil, groundwater, or soil vapor on the subject property.**



Brainard Field 1936

Photograph Credit: Connecticut Historical Society Museum & Library

ENVIRONMENTAL CONDITIONS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Property History

- The site has operated as an airport for over a century (opened in 1921).
- The Connecticut National Guard was historically present from 1923 until post-World War II.
- The Site had been prone to severe flooding due to the proximity of the Connecticut River. Following significant flooding in 1936 and 1938, the US Army Corps of Engineers constructed the Clark Dike that abuts the eastern property boundary.
- The site is currently leased by the State of Connecticut to several tenants, predominately for aircraft use.
- As of July 1, 2013, all airport-related activity formerly administered by the Connecticut Department of Transportation (ConnDOT), is under the purview of the Connecticut Airport Authority (CAA).



Brainard Field 1936



Brainard Field Flooding 1936

Photograph Credit: Connecticut Historical Society Museum & Library

ENVIRONMENTAL CONDITIONS

ENVIRONMENTAL SITE ASSESSMENT PROGRESSION

Phase I ESA Findings

23 AOC/ 5 RECs

- Typical Aircraft Maintenance and Repair Activities
- Historical Airport Activities and Aircraft Accidents
- Underground Storage Tanks (USTs) and Aboveground Storage Tanks (ASTs)
- Other Associated AOCs:
 - Transformers, Diesel Generators, Oil/Water Separators



ENVIRONMENTAL CONDITIONS

RESULTS OF PHASE I ENVIRONMENTAL SITE ASSESSMENT

Phase I ESA Findings

Off-site AOCs

- Clark Dike
- Connecticut River
- MIRA = Northern Trash to Energy Facility,
- MDC - Southern Wastewater Treatment Plant



ENVIRONMENTAL CONDITIONS

ENVIRONMENTAL SITE ASSESSMENT PROGRESSION

Phase II:

- Provide an initial evaluation of soil and groundwater for evidence of prior releases on the Site at or downgradient of each AOC/REC.

Phase III:

- Evaluate the extent of identified constituents of concern (COCs) from Phase II.

Next Steps:

- Soil Boring Program
- Groundwater Monitoring Program
- Concrete/Sub-Slab Soil Program



ENVIRONMENTAL CONDITIONS

ENVIRONMENTAL SITE ASSESSMENT PROGRESSION

Conceptual Remedial Action Plan

- Evaluate remediation strategies for the site to address potentially identified impacted soil and localized zones of impacted groundwater.
 - Excavation, capping, environmental use restrictions (EURs), etc.

Conceptual Opinion of Probable Remediation Cost (OPC)

- Based on the site's proposed remediation strategies, an OPC will be provided, assigning a potential cost range for each strategy.

Flood Plain Survey and Impacts

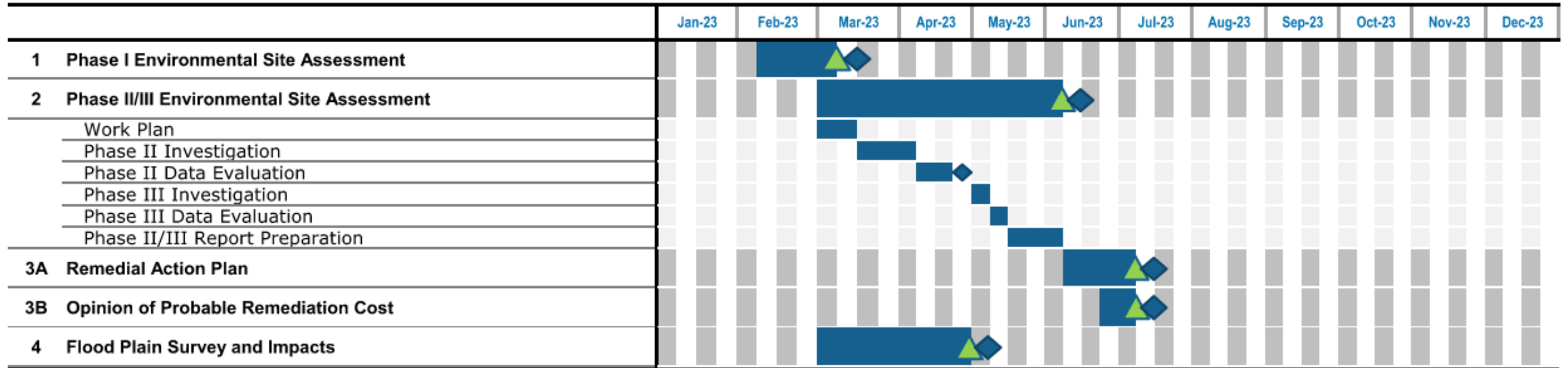
- Provide a summary of the project flood plain, permitting requirements, and possible solutions.

ENVIRONMENTAL CONDITIONS

ENVIRONMENTAL SITE ASSESSMENT TIMELINE

Schedule for Completion

Hartford-Brainard Airport - Environmental Site Assessments
and Remedial Planning
December 30, 2022



Legend
 ▲ Deliverable
 ◆ Meeting with BFJ Planning

AIRPORT OPERATIONS



AIRPORT OPERATIONS

AVIATION DEMAND FORECASTS

- Activity levels returning to pre-COVID levels
- Population growth, employment levels, and household income suggest HFD activity growth on par with state and national projections
- 138 based aircraft to 153 over 20 years (2043)
- Single-engine piston aircraft are the vast majority now and in the future
- Design of critical aircraft
 - Runway 2-20: ARC B-II (light general aviation and light jets)
 - Runway 11-29: ARC A/B-I - Small (lightest GA aircraft category)
 - Turf Runway: ARC A/B-1 - Small (lightest GA aircraft category)

AIRPORT OPERATIONS

AIRPORT FACILITY REQUIREMENTS

Runway 2-20 (Length - 4417')

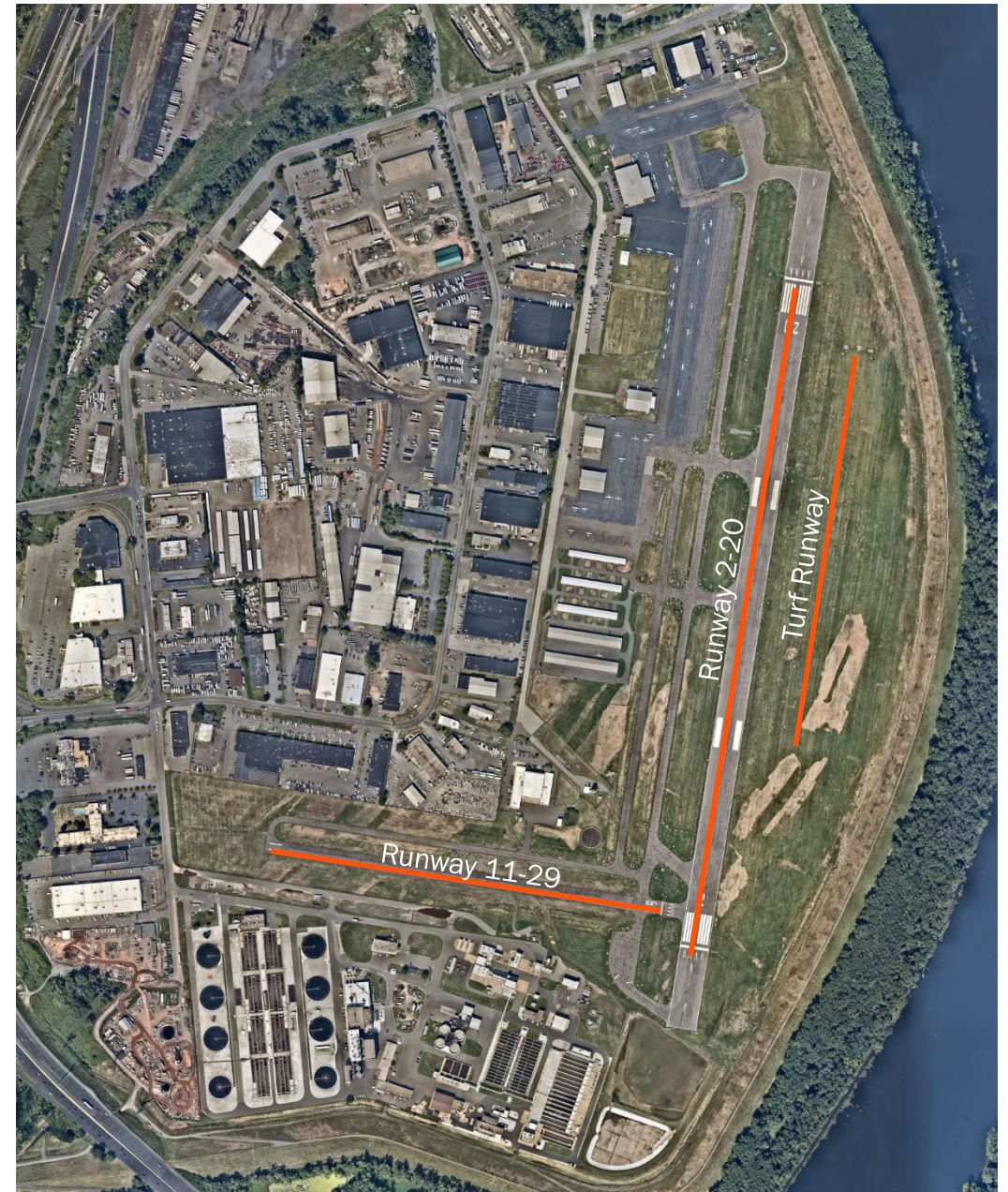
- Provides 95% of weather wind coverage
- Serves most of the GA aircraft well
- Business jets may experience weight restrictions
- Potential for expanding into one lagoon

Runway 11-29 (Length - 2314')

- Offers support during gusty wind conditions
- Training for student pilots
- Extension is not practical
- Not likely to remain eligible for FAA grant funding, life/cycle benefit-cost ratio of 0.52

Turf Runway (Length - 2309')

- Operational support during peak activity
- Active April thru October



AIRPORT OPERATIONS

AIRPORT FACILITY REQUIREMENTS

Instrument Approach Procedures

- Limited to Runway 2
- Potential for upgrades

Landside

- Land area available to meet terminal area facilities demand – long term improvements



AIRPORT FINANCES

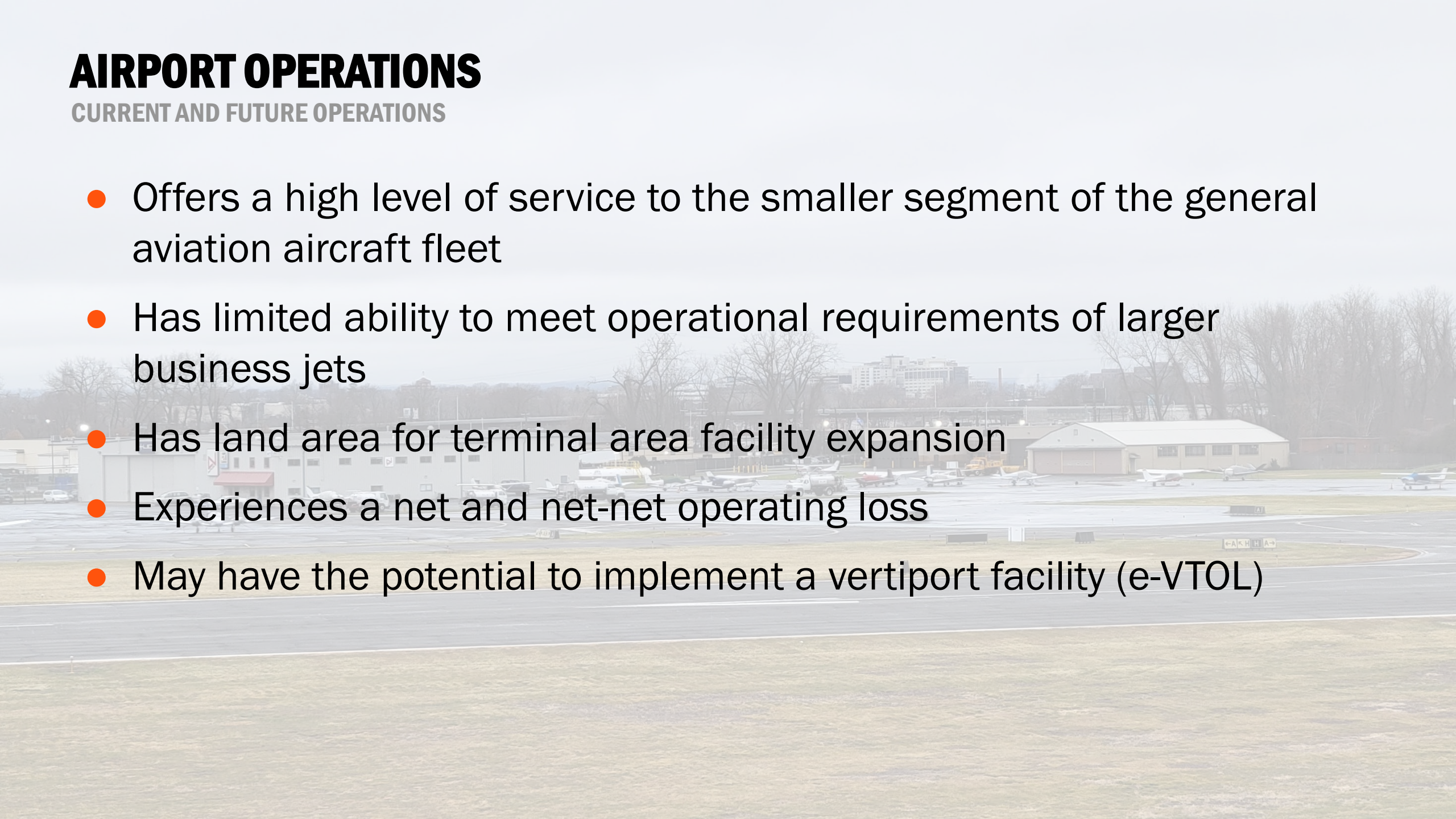
FY 2021-2023 (BUDGET)

Operating Revenue

- Operating revenue \$938,000 (avg)
 - Primary operating revenue source: land and facility rents
- Operating expenses \$1,183,000 (avg)
- Net operating loss averages \$558,000
 - Net-Net operating loss after State Employee Retirement System exclusion averages \$282,000
 - Primary operating expense is staffing
- Expectations are for a continued imbalance in operating revenue and expenses

AIRPORT OPERATIONS

CURRENT AND FUTURE OPERATIONS

- Offers a high level of service to the smaller segment of the general aviation aircraft fleet
 - Has limited ability to meet operational requirements of larger business jets
 - Has land area for terminal area facility expansion
 - Experiences a net and net-net operating loss
 - May have the potential to implement a vertiport facility (e-VTOL)
- 
- A background image of an airport tarmac. In the foreground, there is a large, flat, paved area. In the middle ground, several small aircraft are parked on the tarmac. Behind them, there are several hangars and other airport buildings. In the far background, there are trees and some city buildings under a hazy sky.

IF THE AIRPORT WERE TO CLOSE

- Development costs at receiving airports -- \$7.3 million

TERMINAL AREA DEVELOPMENT REQUIREMENTS AND COSTS TO ACCOMMODATE REPOSITIONED AIRCRAFT			
Receiving Airport	Required Additional Spaces		Total Development Cost (\$)
	Tiedown	Hangars	
Robertson Field (4B8)	0	40	3,450,000
Westfield Barnes (BAF)	0	6	520,000
Bridgeport Sikorsky (BDR)	0	1	90,000
Tweed New Haven (HVN)	0	1	90,000
Windham (IJD)	15	12	1,860,000
Meriden Markham (MMK)	0	11	950,000
Waterbury Oxford (OXC)	0	4	350,000
Total	15	75	7,310,000

- Incremental aircraft noise at receiving airports is assessed as minimal using FAA screening model
- Incremental air and water quality impacts at receiving airports is de minimis

NEXT STEPS

- **Airport Development Analysis**
- **Environmental Impacts**

NEXT STEPS



COMMUNITY OUTREACH

- Five public meetings
 - Meeting #1 – February 16, 2023 – *Introduction*
 - SWOT Results posted to Social Pinpoint – link on website
 - Meeting #2 – April 13, 2023 - *Airport Operations*
 - Meeting #3 – May 18, 2023 - *Environmental Conditions*
 - Meeting #4 – July 13, 2023 – *Economic Conditions*
 - Meeting #5 – August 10, 2023 - *Highest and Best Use*
- Economic Engagement Events
 - Interview with Developers and Commercial RE
- Economic Impact Survey of Airport:
 - Sent through email to pilots and business owners
- Website - <https://hartfordbrainardairportstudy2023.com>



NEXT STEPS AND MEETINGS

- April-May Work Plan
 - Environmental
 - Phase 2 Environmental Report
 - Regulatory
 - Regulatory Pathway for Improvements to Airport
 - Regulatory Pathway for Closure of Airport
 - Economic
 - Economic Impacts Airport Operations
 - Hartford Market Assessment Report
- Next Public Meeting – May 18, 2023

FOR FURTHER INFORMATION:

<https://hartfordbrainardairportstudy2023.com>