

# Testimonial submitted to the Capitol Region Council of Governments (CRCOG)

By Supriyo B. Chatterjee MSc MBA MA (Econ)<sup>1</sup>

April 26<sup>th</sup> 2023

## Re: CRCOG CONNECT 2050 Metropolitan Transportation Plan (MTP)

I am a tech entrepreneur and business consultant residing in West Hartford CT. The views expressed in this testimonial are my own.

On March 26<sup>th</sup>, 2023, I submitted a public testimonial<sup>2</sup> regarding the **CRCOG CONNECT 2050 Metropolitan Transportation Plan (MTP)**<sup>3</sup>. A response to my testimonial was made within the Agenda item summary document as item #9 in the agenda<sup>4</sup>. The table below shows the response to my testimonial:

CRCOG should support Brainard Airport staying open for the long term.	This falls outside the scope of the MTP, as our focus within this document is predominately surface transportation that serves the airports in our region. Please share your comments regarding operations at Bainard Airport with the City of Hartford and/or the Connecticut Airport Authority. Additionally, you may find the Hartford Brainard Airport Property Study project website helpful: <a href="https://hartfordbrainardairportstudy2023.com">https://hartfordbrainardairportstudy2023.com</a>
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Based on the above – I have the following items to bring to your attention:

1). In my testimonial I stated the perfunctory efforts and the time and resource constraints of the Hartford Town Hall and the Hartford-Brainard Airport Study currently underway. These constraints make the efforts have limitations in diligence that would result in a marginal value at best. I have examined the Federal Transit Administration - Metropolitan Transportation Plan (MTP) documentation<sup>5</sup>. I believe my March 26<sup>th</sup> testimonial has elaborated the requirements of the CRCOG MTP as stated in *Federal code 23 CFR450.324(c)*. My explanation stated the

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<sup>2</sup> CRCOG MTP - Chatterjee Supriyo SENT.pdf [PDF file] - <https://drive.google.com/file/d/1t-2Gx99sA5U0pYpYdVKiPzeUvsvQVwl7/view?usp=sharing>

<sup>3</sup> DRAFT CRCOG Metropolitan Transportation Plan 2023-2050 – available at MTP Website <https://crocog.org/mtp/>

<sup>4</sup> Policy Board Meeting April 26th 2023 - Agenda item summary <https://crocog.org/event/policy-board-49/>

<sup>5</sup> US DOT Federal Transit Administration - Metropolitan Transportation Plan (MTP) documentation <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-transportation-plan-mtp>

required 2050 Planning Horizon, Requirements of Economic vitality and to meet the region's economic, transportation, development, and sustainability goals. And the source of Federal funding for the CRCOG MTP and its obligations. In the aforementioned US DOT FTA MTP requirements documentation<sup>6</sup>, there is no mention of how airports were to be excluded where an airport plays a significant transportation and economic role in the metropolitan region<sup>7</sup>. A role that is increasingly important in the coming AAM, UAM, & RAM era within the 2050 planning horizon<sup>8</sup>. Therefore, the long-term assessment of Hartford-Brainard Airport is in the scope of the CRCOG MTP. I would suggest that CRCOG exercise its prerogative and seek clarification from the governing Federal agency, US DOT FTA, regarding this MTP matter. This clarification is of paramount importance to current and future MTPs.

2). CRCOG along with its partner Metro Hartford Alliance is also responsible for the development and publication of the Comprehensive Economic Development Strategy (CEDs). These are primarily funded by the Federal EDA agency. Since 2006, there have been several CEDs reports:

- COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY - METROHARTFORD ALLIANCE April 2006
- CRCOG - METRO HARTFORD FUTURE - Comprehensive Economic Development Strategy  
Metro Hartford Future Project Report 2019  
Metro Hartford Future CEDs 2021 Annual Report FINAL  
Metro Hartford Future CEDs 2020 Annual Report

For well over the past decade, there have been several other reports published by the CAA, CT DOT, and the Legislative PRI Office regarding Hartford-Brainard Airport. The reports detail the airport development, transportation, and economic impact on the region:

- CONNECTICUT AIRPORT AUTHORITY STRATEGIC PLAN [2016]  
CONNECTICUT AIRPORT AUTHORITY (CAA)
- HARTFORD-BRAINARD AIRPORT MASTER PLAN UPDATE [2014]

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<sup>6</sup> ibid

<sup>7</sup> State Legislative 2016 PRI 'Use of Hartford-Brainard Airport's Site Staff Findings and Recommendations Report link - [https://www.cga.ct.gov/pri/2016\\_UAS.asp](https://www.cga.ct.gov/pri/2016_UAS.asp)

<sup>8</sup> Urban Air Mobility and Advanced Air Mobility - Federal Aviation Administration  
[https://www.faa.gov/uas/advanced\\_operations/urban\\_air\\_mobility](https://www.faa.gov/uas/advanced_operations/urban_air_mobility)

CONNECTICUT AIRPORT AUTHORITY (CAA)

- USE OF HARTFORD-BRAINARD AIRPORT SITE [2016]  
CONNECTICUT GENERAL ASSEMBLY LEGISLATIVE PROGRAM REVIEW AND INVESTIGATIONS COMMITTEE (PRI)
- HARTFORD-BRAINARD AIRPORT BUSINESS PLAN [2012]  
CONNECTICUT DEPARTMENT OF TRANSPORTATION AND CONNECTICUT AIRPORT AUTHORITY

Unfortunately, despite the plethora of the aforementioned reports detailing the large contributions of Brainard Airport to the regional economy - the CRCOG CEDS Reports remain bereft of any information regarding Hartford-Brainard Airport and as such, any regional transportation (MTP) and economic development strategy (CEDS) efforts stands short of being fully effective. I believe the CRCOG CEDS efforts need to be closely examined to ascertain their value and effectiveness. I would suggest that CRCOG exercise its prerogative and seek clarification from the governing Federal agency EDA regarding the completeness of CRCOG CEDS development. I would also like to point out that the 2019 Metro Hartford Future Project 2019 CEDS effort by CRCOG failed to address the Innovation Places (dba Launch Hartford) program's poor administration<sup>9</sup> and subsequently, its imperceptible results. I have pointed the matter out to the sponsoring Federal EDA Agency. It is of paramount importance to remedy the unaddressed situation as the Innovation Places (dba Launch Hartford) program continues unabated with public funding and the significant role of Hartford-Brainard Airport to the current and future regional economy remains cloaked in CRCOG's efforts.

Thank you.

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West Hartford, CT

26<sup>th</sup> April 2023

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<sup>9</sup> Metro Hartford Future Report (Final) - page 78  
<https://crcog.org/final-ceds-published/>