

## **Connecticut Maritime Commission Annual Report 2011**

The Connecticut Maritime Commission (CTMC) was established in July 2004 by State Statute (TITLE 13b CHAPTER 242\* Section 13b-51a) as the successor agency to the Connecticut Port Authority. The CTMC consists of fifteen members representing five State agencies, the maritime business industry, local port authorities, port operators, marine passenger services, port labor unions, recreational marine services and the coastal communities. The State agencies are represented by the Commissioners of the Departments of Transportation (DOT), Economic and Community Development (DECD) and Environmental Protection (DEP), the Secretary of the Office of Policy and Management (OPM) and the Chairman of the Transportation Strategy Board (TSB) or their respective designees. The remaining members of the CTMC are appointed as follows: four members appointed by the Governor; one member each appointed by the president pro tempore of the Senate, the speaker of the House of Representatives, the majority leader of the Senate, the minority leader of the Senate, the majority leader of the House of Representatives and the minority leader of the House of Representatives. All appointed members serve for terms coterminous with their appointing authority and until their successor is appointed and has qualified. Vacancies on the CTMC are filled for the remainder of the term in the same manner as original appointments. The chairman of the CTMC is selected by the Governor from among the appointed members of the Commission. The commission may elect a vice chairman, secretary and such other officers as it deems proper. Members receive no compensation for the performance of their duties.

In accordance with TITLE 13b CHAPTER 242\* Section 13b-51a.(f) of the Connecticut General Statutes, on or before January 1<sup>st</sup>, the CTMC is to submit an annual report to the Commissioner of Transportation, the Governor and the Transportation Strategy Board. The report is to provide: (1) a list of projects which, if undertaken by the state, would support the state's maritime policy and encourage maritime commerce and industry; (2) recommendations for improvements to existing maritime policies, programs and facilities; and (3) such other recommendations as it considers appropriate. Copies of the report are to be submitted to the General Assembly as well.

During calendar year 2011, the CTMC met monthly on the third Wednesday of each month at four different locations throughout the State on a rotating basis (Newington, New London, New Haven and Bridgeport). The annual schedule of the CTMC meetings and the summary report of meetings held were made available to the general public by being posted on the CONNDOT webpage ([www.ct.gov/dot](http://www.ct.gov/dot)) under "About Us" and then "Commissions" or directly at <http://www.ct.gov/dot/cwp/view.asp?a=2314&q=307038>.

There were numerous changes to the membership of the CTMC during the year most of which were driven by the general election held in November 2010. Mr. Benjamin Barnes replaced Ms. Brenda Sisco as the Secretary of the Office of Policy and Management. Mr. James Redeker replaced Mr. Jeffrey Parker as the Commissioner of the Department of Transportation. Mr. Daniel Esty replaced Ms. Amey Marrella as the Commissioner of the newly named Department of Energy and Environmental Protection. Ms. Catherine Smith replaced Ms. Joan McDonald as the Commissioner of the Department of Economic and Community Development. In January 2011, Mr. Michael

Griffin was appointed to the CTMC by State Senate Minority Leader McKinney to replace State Senator George "Doc" Gunther. In March of 2011 Mr. John Opie resigned from the CTMC without replacement. Legislatively the Transportation Strategy Board was eliminated effective July 1, 2011. Thus, membership to the CTMC was reduced from 15 to 14. In October 2011, Governor Malloy appointed Mr. Robert (Bob) Ross to replace Mr. Ronald Angelo.

The Maritime Policy for the State of Connecticut developed in December 2005 and approved by the Governor's office in 2006 continued to serve as the cornerstone of issues addressed by the CTMC during calendar year 2011. Maintenance dredging of the state's waterways and the associated economic impact remained the top issues throughout the year. With the arrival of the new administration, a new emphasis was placed on revitalizing Connecticut's port infrastructure. Public Act 11-57 Section 13(f) provided \$6 million in FY 2012 for port infrastructure projects including dredging and navigational direction. The legislation earmarked \$1 million of the \$6 million to be applied to a Study for the Strategy of the Economic Development of the New Haven, New London and Bridgeport ports, short title Port Study. With the assistance of representatives from New London, New Haven and Bridgeport, the Office of Policy and Management (OPM) led a working group that also consisted of the CT Departments of Economic and Community Development (DECD), Energy and Environmental Protection (DEEP) and, Transportation (DOT). The workgroup generated a solicitation and selection of a consultant to conduct the Port Study. The centerpiece of the study is to be a market analysis. The study is to be completed by April 2012

As a means of keeping current on maritime issues around the state, the CTMC entertained presentations from federal agencies, state agencies, harbor management commissions, port authorities, developers and maritime organizations during the year. Presentations were made by the following: Office of the Connecticut Attorney General, Connecticut Maritime Coalition, Bridgeport Port Authority, the Bridgeport-Port Jefferson Steamship Company, the Cruise Ship Task Force, the Long Island Sound Assembly and the Department of Economic and Community Development. Additionally, updates on the Long Island Sound Area Maritime Security Committee (LIS AMSC) and the Long Island Sound Harbor Safety Committee (LIS HSC) were routinely provided as a standing agenda item by representatives from U.S. Coast Guard Sector Long Island Sound. Issues presented included port security grants, heavy weather plans and the establishment of anchorage and lightering zones off of New London, New Haven and Bridgeport

A wide variety of issues were discussed at various CTMC meetings. Briefings and updates were provided on: dredging related issues/projects; proposed NY state ballast water regulations; OPSAIL2012CT planning; cruise ship visits; efforts to establish a statewide port authority; CZM determinations related to use of Long Island Sound; Marine Highway plans; American Feeder Line, Inc., the need of an Eastern Long Island sound Supplemental Environmental Impact Study (ELIS SEIS) and getting more of the Harbor Maintenance Trust Fund (HMTF) released for its intended purposes. Of particular importance to the CTMC were discussions and possible solutions to garnering a quorum at the monthly meetings.

A major event was a Port Infrastructure Funding Coordination meeting held at CTDOT HQ in Newington on March 21, 2011. The meeting was attended by Governor Malloy, Senator Lieberman, Senator Blumenthal, Congressman Courtney, Colonel Feir of the ACOE New England District, DECD Commissioner Esty, DOT Commissioner Redeker, representatives from Congressman Larson's, DeLauro and Murphy's offices,

the port authorities of Bridgeport, New Haven and New London and representatives from state maritime associations (CMTA, CMC, CTMC, CHMA). The purpose of the meeting was a high level discussion on how to best leverage the \$50 million in the Governor's FY 2012-2013 biennial budget against Federal funding.

The CTMC partnered with the CMC on preparing a draft letter to Congressman Mica (D-MI) intended for the Governor's signature. The letter supported Congressman Mica's attempts to get more of the HMTF released for its intended purposes; maintenance dredging and other port infrastructure projects. Unfortunately, there was never any feedback from the Governor's office.

The New England District of the Army Corps of Engineers (ACOE) routinely provided updates on the development of the Long Island Sound Dredge Material Management Plan (LIS DMMP) as well as on Connecticut dredging projects such as; Bridgeport Harbor, Patchogue River, Clinton Harbor, Greenwich Harbor, Mianus River, Housatonic River and Norwalk Harbor Phase III. If an LIS DMMP is not in place by June 2013, both the Western LIS and Central LIS disposal sites could be closed. Congress provided \$3.25M towards the LIS DMMP development to the ACOE in FY 2008, \$1M in FY 2009 and \$2.89M in the FY 2010 and \$0.5M in FY 2011. The total estimated cost of the LIS DMMP is approximately \$12M.

Although all of the CTMC meetings are open to the public, the 2011 Annual Meeting of the CTMC required to be held in accordance with CGS Sec. 13b-51a (e) was held on December 21, 2011. State Agency Commissioners Esty, Redeker and Smith attended. There was a lengthy discussion on recent developments toward initiating the ELIS SEIS. It was reported that CTDOT had successfully obtained a \$1.8M state bond to initiate the ELIS SEIS. A workgroup consisting of representatives from CTDEEP, CTDOT and EPA Region 1 have been crafting an RFP to solicit a consultant to perform Phase 1 of the ELIS SEIS. Commissioner Esty reported that the WRDA Bill with the SEIS related language inserted by Congressman Courtney and Senator Lieberman passed both the House and the Senate on Saturday 12/17/2011 and was subsequently signed by the President. The language would keep the New London and Cornfield Shoals Disposal Sites open for 5 years following the Bill being signed into law in order to give the EPA time to complete the ELIS SEIS. The language also requested a report from EPA in 90 days on how the Agency plans to resolve the dredging issue in ELIS, and further directs EPA to work with the state and the ACOE to find a solution.

The CTMC calendar year 2012 meeting schedule was established and posted on the CONNDOT web page (<http://www.ct.gov/dot/cwp/view.asp?a=2314&q=307038>). The 2012 monthly meetings will be held at 0930 on the third Wednesday of each month at four different locations around the state (Newington, New London, New Haven and Bridgeport) on a rotational basis to better facilitate public participation.

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