

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF MEETING (Mtg. #08-12)
17 December 2008**

Location of Meeting: CONNDOT HQ
Newington, CT

Attendance:

Commissioners

Present

Commissioner Marie
Commissioner McCarthy
Commissioner McDonald
Tom Dubno
John Johnson
Joseph P. Maco (for TSB Chair Kelleher)
Joe Riccio
John Opie
John Wronowski

Absent

Robert Genuario
Vincent Cashin
G.L. "Doc" Gunther
Larry Miller
David Shuda
Martin Toyen

Guests

Chuck Beck	Mark Daley	Sue Decina	Bill Gash	CDR Oditt
Ed O'Donnell	Dave Rossiter	Joe Salvatore	LCDR Schroeder	Joel Severance
Bill Spicer	Alan Stevens	Brian Thompson	Fred Walters	George Wisker

I. Call to Order:

- A. The Vice-Chair, Joe Riccio, opened the meeting at 9:44 AM. A quorum of 9 was present. The CTMC members were asked to introduce themselves. The presence of the State Agency Commissioners was noted. Joe Riccio read an e-mail from former Chairman Marty Toyen that stated his regrets in not being able to attend and his appreciation for everybody's assistance during his tenure.

II. Review of Meeting Minutes:

- A. The summary report of the 19 November 2008 meeting was reviewed. A motion was made by John Johnson seconded by Tom Dubno to approve. The motion was approved by unanimous vote.

III Discussion Open to Public

- A. Bill Gash (Executive Director of the CT Maritime Coalition) provided an update on the economic impact study being conducted by a consultant through funding provided by the CMC as well as DECD. The study is in the interview phase. A draft is expected by March 2009. Joe Riccio stated that the previous study was done in the 1990s by Joan Yim noting that she is now on the Obama transition team. Through a question by John Johnson it was verified that input from the CT Maritime Trade Association (CMTA) was included in the study.
- B. Fred Walters provided an update on the Greenwich dredging project and expressed his gratitude to the staff members from DEP and DOT that assisted in making the project a reality.
- C. Bill Spicer, co-chair of the Long Island Sound Assembly (LISA), expressed his concern about the need for the CTMC and LISA to "stand together" on issues related to the Long Island Sound Dredge Material Disposal Plan (LIS DMMP).

IV Old Business:

A. Dredging Update

1. North Cove Dredging Project – Joe Salvatore reported that the project has been started with approximately 50K cubic yards of material removed out of the main channel and transported to Cornfield Shoal Disposal Site (CSDS). The contractor will hold the last 75K cubic yards of material until the end to be able to provide the capping material for the Norwalk and other project at Central Long Island Sound Disposal (CLIS) area.
2. Norwalk Dredging Project –The work has been ongoing since October. Approximately 100K cubic yards of material have been removed and deposited at CLIS. The remainder should be removed by February
3. Through coordination among the various dredging project consultants, DOT, DEP and the ACOE, the most recent list of municipal and private dredging projects that will be accommodated by the capping material primarily available from the North Cove and Norwalk projects is up to 21. It was reported that 80% of the base material has been dredged and deposited at CLIS. There is a drop dead date of December 31.
4. The Rocky Hill-Glastonbury Ferry dredging and slip improvement project has started though actual dredging has been delayed due to the recent rains causing high water levels in the CT River.
5. LIS DMMP - Joe Salvatore reported that the return rate of the questionnaires distributed is at 57%. He also noted that the #rd Annual Report on the Long Island sound Dredge Material Disposal Plan was in the handouts distributed to CTMC Commissioners.

B. Letter to Attorney General – Joe Riccio stated that just prior to the CTMC meeting a copy of a response from the AG's office was received via fax and distributed to the CTMC members. The response only addressed one of the two issues; the legal boundary of the eastern end of Long Island Sound as related to the Marine Protection, Research and Sanctuary Act of 1972 (MPRSA). The CZM issue was not addressed. The letter cited several legal cases that provided different benchmarks/way points related to the eastern boundary. However, since there was no universally established boundary line the AG could offer no legal opinion on whether the New London Dredge Site (NLDS) falls within the MPRSA.

C. LIS AMSC Update – CDR Oditt from Coast Guard Sector Long Island Sound (CGSECLIS) was present to provide an update on the Long Island Sound Area Maritime Security Committee (LIS AMSC). He provided an update on the Transportation Workers Identification Credential (TWIC) card program. Chuck Beck stated that through intervention by the Executive Director of the CT TSA, TWIC cards were now being recognized as a photo ID issued by a government agency by the TSA screeners at Bradley International Airport.

D. LIS HSC Update –CDR Oditt and LCDR Schroeder were prepared to discuss the LIS Anchorage and Littering Zones but the CTMC Commissioners present understood the issues and the remaining process. The out reach completed to date by the CG was preliminary to a formal Notice to Proposed Rule Making (NPRM) that would be published in the Federal Register in the January/February 2009 timeframe. CDR Oditt provided an update on the Block Island Sound Port Access Route Study (PARS) being conducted as well as work being done by the heavy weather sub-committee to the LIS Harbor Safety Committee.

V New Business:

- A. Annual Report – Joe Riccio noted that a draft to date of the 2008 Annual Report was part of the meeting package distributed previously and in the handouts. He asked if anybody had any changes/found any errors. None were offered. He stated that Chuck Beck would incorporate relevant items from the December meeting into the draft and planned on providing the revised draft as preparation for a vote at the January meeting.

- B. Letters of Appreciation – Joe Riccio asked for all to review the draft letters of appreciation to Judy Gott and Marty Toyen. A motion to approve the letters, sign them and mail them was made by Tom Dubno and seconded by Commissioner McDonald. The motion was approved by a unanimous vote.
- C. Harbor Improvement Fund – Joe Riccio started the discussion by providing a review of the CT State Legislature's creation of the Harbor Improvement Fund (HIF) via PA 08-101 despite the administrations overall policy against dedicated funds. Although the creation of the HIF was a step forward, no money was attached to the fund. RI and MA have similar funds with bonded money in them. The outlook over the next fiscal year or too is not good with respect to asking the legislature/administration to support funding the HIF. The discussion turned to the reported federal stimulus package for infrastructure projects that are "shovel ready" and the possibility of obtaining some of the stimulus money for the HIF. Tom Dubno stated that the CMC had scheduled a special meeting in January on "marine related projects" and the stimulus package. John Johnson reminded all that the word is that projects had to be ready to execute immediately once the stimulus package is announced. Commissioner McDonald stated that DECD was in the process of identifying potential projects in different categories that could be executed in various time frames (30-60-90 180 days). Obtaining permits in a timely manner could be an issue. She also stated that reportedly one of the key criteria for obtaining stimulus funding is the number of jobs that would be created relative to a project. DECD is looking at the stimulus package as an opportunity to review streamlining permits but CT might be in a "chicken and egg" situation: can't get the money for a project without streamlining the permit process but can't streamline the permit process or a project unless the money is known to be available. John Johnson asked if the CT Congressional delegation (CODEL) had been engaged. Commissioner McDonald responded that the CT CODELL had been engaged through the Governor's office. Two ideas had surfaced: each state would get a lump sum for further distribution or each project would receive a direct ear mark. A third possibility would be a combination/blend of the two. The watchwords are nimble and flexible with respect to being ready for the stimulus package. Joe Maco asked if the stimulus package would be aimed primarily at new projects or at filling voids caused by state shortfalls in funding. Commissioner McDonald stated that both would most likely occur since 43 of the 50 states were reporting shortfalls. Commissioner Marie stated that the new vs existing project issue was still being determined as was the definition of "shovel ready". He restated the job generation factor as a key and that the CT DOT was in the process of creating a list of projects that could be executed within 180 days; i.e. bridge, roadway, rail projects that either had been designed and permitted or were close. In response to a question from John Johnson, Commissioner Marie stated that Dollar limits on projects were not a factor at this stage.

Tom Dubno provided feedback on the Q Bridge project and the affect on the Port of New Haven. The Q Bridge project is a 10 year project scheduled for completion in 2016. Good information has been provided by the port facilities/port operators but it is perceived that the comments have not been considered based on the funding available and cost of change orders. Commissioner Marie stated that the length of time to finalize the project was too long and that the Department was working to expedite. The need to sequence various stages of the project was an issue. He further stated that the Q Bridge project manager and team were considering inputs form the stake holders including the port facilities and applying "lessons learned".

Chuck Beck offered that the CTMC had created a list of "clamshell ready" dredging projects. The projects were permitted, could be executed during the 2009-2010 winter dredging season and merely needed funding. He also stated that a list of dredging projects that could be executed over a three to four year period if funding was provided had also been created. Bill Gash stated that positive steps on dredging had been accomplished recently and gave credit to the efforts of the CTMC and others. He added that maritime infrastructure projects went beyond dredging. Bulkhead repairs/updates and lay down areas were also needed. Tom Dubno returned the discussion to the New Haven port area by suggesting that the waste

material disposal parcel taken by the DOT as part of the Q Bridge project needed to be returned to the port property as soon as possible. Commissioner Marie stated that the DOT had no interest in holding property longer than needed.

Joe Riccio attempted to bring the discussion to a close stating that the stimulus package and the state's generation of "clamshell ready" projects was a work in progress. All were reminded that the CTMC had taken on the role of vetting/prioritizing dredging projects prior to submitting recommendations to the CT DOT. Joe Maco took the discussion back to dredging, specifically the need to maintenance dredge New Haven Harbor based on a bathymetric survey completed last February but only released recently. He repeated an often used analogy between the need to plow snow off state roads in the winter and the need to plow sediment out of the state's channels. He then asked if the ACOE had any plans to maintenance dredge New Haven Harbor based on the recent survey. The Chair asked Ed O'Donnell of the New England District of the ACOE if he could address the question. Ed stated that New Haven was in better shape than other CT ports with respect to dredging needs and that it was on a 5 year planning cycle. Joe Maco lamented that inattention to New Haven Harbor could have a negative affect on marine traffic like occurred recently in Bridgeport harbor; i.e. the departure of Turbana. George Wisker stated that the last time New Haven Harbor was maintenance dredged was 2003-2004 and previous to that 1993 thus indicating a 10 year cycle. Joe Maco closed the discussion by stating that most of the traffic in New Haven Harbor was petroleum products and some bulk cargo. He worried about vessel traffic having to "stack" in the anchorages waiting for a high tide to get to a terminal and the alternative of vessels going to another port then trucking the product into CT via the already congested interstate highway system.

- D. Deep Draft Ports Strategy – Joe Riccio started the discussion by stating that the Bridgeport Port Authority had been developing a "green strategy" for future operations within the port. He proposed that the green strategy effort should be expanded statewide. He pointed out that during the 2008 Legislative Session there had been an item that would have provided \$500K for a Deep Draft Port Study to be conducted but that the item had been scrubbed due to the State's financial situation at the end of FY 2008. He asked an open question to the CTMC members as to whether or not the CTMC should advocate for the Deep Draft Port Study during the next legislative session despite the anticipated financial woes of the state. The study/strategy would be the first step to justifying port infrastructure investment for sustainable development such as potentially establishing an "inland port" area. Joe Maco restated that the last study was completed in the 1990s and that the CTMC should review/update it. Tom Dubno questioned who would be responsible for execution of the Deep Draft Port Study. Chuck Beck provided details on how the concept was introduced (a result of meetings between Departmental deputy commissioners of DEP, DECD, DOT and OPM) and that OPM had taken the lead last year by agreement. Commissioner Marie stated that he has already had discussions with DEP and DECD and will discuss the Deep Draft Port Study issue with OPM. He offered to have further discussions and report out to the CTMC in the future. Commissioner McDonald stated that she believed that UCONN had done a more recent study than the aforementioned 1990 study that should be reviewed as a benchmark. She further stated that DECD had had and will continue to have discussions with various Chambers of Commerce within the state on waterway issues.

Joe Riccio brought the discussion to a close with comments concerning MARAD's Maritime Highway program as well as his participation on an American Association of Port Authorities (AAPA) freight study. AAPA is pushing for federal funding for projects that will relieve current and anticipated freight choke points (such as CT) along identified freight corridors. It is projected that container freight will more than double from current levels by 2020. Commissioner Marie stated that the landside issues related to freight and the projected increase are heavy issues. Better cooperation was needed among the New England states.

VI Date of Next Meeting:

- A. It was announced that the next meeting of the CTMC would be at the CONNDOT HQ building in Newington at 0930 on Wednesday January, 21 2009. Joe Riccio congratulated Tom Dubno on his tie as the most holiday and maritime specific tie he had seen.

VII Adjournment:

A motion was made by John Johnson seconded by Tom Dubno and approved unanimously to adjourn. The meeting ended at 10:38 AM. All were wished a happy and safe holiday season.