

CONNECTICUT MARITIME COMMISSION (CTMC)
SUMMARY REPORT OF MEETING (Mtg. #05-11)
May 18, 2011

Location of Meeting: ConnDOT HQ Conference Room A
2800 Berlin Turnpike
Newington, CT

Attendance:

Commissioners

Present

Chuck Beck (for DOT Commissioner)
Tom Dubno
John Johnson
Dave LeVasseur (for OPM Secretary)
Joseph P. Maco (for TSB Chairman)
Joe Riccio
Peter Simmons (for DECD Commissioner)
Parker Wise
George Wisker (for DEP Commissioner)

Absent

Ronald Angelo
Vincent Cashin
Michael Griffin
David Shuda
Larry Miller

Guests

John Crowther Ned Farman Bill Gash Scot Graham Albert Martin Dave Rossiter
Joe Salvatore Grant Westerson

I. Call to Order:

Due to the expected late arrival of the Chairman, the Vice Chairman John Johnson called the meeting to order at 0934. A quorum of 8 was present and increased to 9 with the arrival of Chairman Riccio at 0947. Commissioners/designees present introduced themselves followed by introductions of the audience.

II. Review of Meeting Minutes:

The summary report of the April 20, 2011 meeting was reviewed. A motion was made by Dave LeVasseur to approve the summary report. The motion was seconded by Commissioner Dubno and approved by a unanimous vote.

III Discussion Open to Public

At the urging of the Vice Chairman, Ned Farman provided information on the April 25, 2011 letter sent to the CTMC by the Town of Old Lyme requesting support for \$30K in state funds to survey and test the bottom materials in the Black Hall and Four Mile Rivers. A copy of the letter was part of the meeting package. Both waterways are state waters thus, not eligible for federal maintenance dredging funds. Both waterways have state owned boat launch facilities that are limited in use due to shoaling. The survey and testing information is necessary to determine the quantity and disposal options for the materials when dredged. In addition to increasing navigational safety, dredging of the two waterways would have environmental and potential beach nourishment benefits.

IV Old Business:

A. Dredging Update – Joe Salvatore made reference to the two letters that had been distributed as part of the meeting package: the Old Lyme letter discussed above and a letter dated March 3, 2011 to State Senator Eileen Daily from the towns of Westbrook and Clinton. The Westbrook-Clinton letter requested the Senator support the Governor's proposed Capital Grant in Aid budget for port infrastructure and dredging projects. Additionally, the joint letter requested assistance in obtaining the \$3M needed to conduct a complete maintenance dredging of both harbors/waterways. Joe advised that the Army Corps Dredge CURRITUCK had arrived Westbrook on Sunday 5/15/2011 to conduct dredging operations in the Patchogue River. It is

anticipated that the CURRITUCK would spend a couple of weeks working in the Patchogue River, depart for work in MA & RI and return to CT mid to late June to complete season work in both the Patchogue River and Clinton Harbor. Joe Salvatore advised that the 3rd LIS DMMP Working Group meeting will be held from 3 to 5 PM on 06/07/2011 in Bridgeport, CT. Joe noted that there had not been any CTMC representative at the first two LIS DMMP Working Group meetings. The Chair and Vice Chair committed to attending the next meeting and would develop a plan to have CTMC representation at all future meetings. Bill Gash stated that as a result of his participation on behalf of the CMC, he noted that the LIS DMMP Working Group disposal matrix documentation did not include the use of CAD cells. George Wisker explained that what had been reviewed by the Working Group to this point were broad criteria. CAD cells would be fleshed out during subsequent discussions as the Working Group began to drill down into the details of dredge material disposal methods. Bill Gash stated that it appeared that starting with the Federal FY 2012 budget, there would be a new day relative to how dredging projects get funded. Earmarks would be replaced by competitive selection based on established economic impact calculations. He then asked if anybody anticipated whether or not the flooding of the Mississippi River would divert ACOE funds from other regions like CT. Joe Salvatore reported that he had been advised that the Mississippi River basin and Port of New Orleans were normally fully funded for routine as well as unexpected ACOE Navigation projects thus, did not expect such a diversion of funds. He also stated that economic impact of dredging projects had already been used to justify/prioritize the aforementioned earmarks.

Chuck Beck provided information on a change to the Governor's proposed FY 2012 Capital budget for improvements to ports and marinas infrastructure including dredging. The proposed budget provided \$25M. It has recently come to light that the \$25M has been reduced to \$6M with a requirement for \$1M to be spent on a study of strategy for economic development in CT's three deep draft ports. He believed that the study requirement was driven by the Bonding Sub-committee co-chair. He related that at a hearing, the co-chair would not accept the data provided 2010 Dredging Economic Impact Study commissioned by the CT Maritime Coalition as proof of the value of investing in CT's ports and waterways. Bill Gash stated that he/the CMC would be speaking to DECD about conducting a follow-on study to the EIS that would address the port infrastructure and marketing needs of the ports. He added that the CMC had drafted a 7 page scope of services document.

Grant Westerson asked if the new budget still included dissolving the TSB and if so how would that affect the CTMC. Chuck Beck responded yes and past practice would have any and all references to the TSB in State Statutes deleted. That would include the Chairman of the TSB (or his designee's) as members to the CTMC. A follow-up question was asked concerning any port studies done by the TSB. Nobody was aware of any.

Vice Chairman Johnson returned the conversation to the aforementioned CMC EIS and questioned why it would not satisfy the call for a new study. Bill Gash stated that the EIS did not really address the question of how port infrastructure projects would create jobs or reduce truck traffic on the highways. The EIS was more dredging centric. He restated that the follow-on study would be more focused on marketing and dovetail with the EIS. Chuck Beck offered a cautionary comment related to the previously reported lack of confidence in an industry study expressed by the Bonding Sub-committee co-chair. Joe Maco expressed concern over the gentrification of the waterfront. Chuck Beck reminded all that the CTMC had over the years developed a prioritized spending plan albeit limited to dredging projects. He then expressed his opinion on what would need to be put in place relative to providing public funding for infrastructure projects at privately owned facilities and the amount of time to put such a program in place. He was concerned about losing another dredging window year. He hoped that the non-study funding could be applied to dredging projects for which the study is being conducted.

B OPSAIL2012CT Update– Vice Chairman Johnson provided an update on OPSAIL2012CT scheduled to take place in New London from Friday July 6, 2012 through Monday July 9, 2012. He stated the master plan for the event drafted by mid June. He advised

that a meeting had recently been held with the CG Captain of the Port. The main topic was the Marine Event of National Significance (MENS) permitting process.

C. NYYC Event update –Vice Chairman Johnson provided an update. The NYYC has decided to make New London its first port of call on this year's annual cruise and will be arriving on Friday 07/29/2011. The Thames America's Cup Committee (TACC) has developed a port information pamphlet to be distributed to boaters. The pamphlet will be self funded through advertisements and will have a 2 year shelf-life.

D. Long Island Sound Area Maritime Security Council (LIS AMSC) Update – Scot Graham from CG Sector LIS provided information on the new National Terrorism Advisory System (NTAS). NTAS is taking the place of the previous color coded Homeland Security Advisory System. It was pointed out that the NTAS is separate from the CG's Maritime Security (MARSEC) Levels system. MARSEC Levels are set to reflect the prevailing threat environment to the marine elements of the national transportation system, including ports, vessels, facilities, and critical assets and infrastructure located on or adjacent to waters subject to the jurisdiction of the U.S. MARSEC Levels apply to vessels, Coast Guard-regulated facilities inside the U.S., and to the Coast Guard. Scot also provided information on the TWIC program and a new WIDGET feature available through the Department of Homeland Security. WIDGET is an automatic notification feature of the new NTAS to which people can subscribe. Scot advised that the solicitation for FY 2011 Port Security Grants should be coming out within a week or two and have a short turn around on the application due date. There was a short discussion on the two pots of port security funding available to CT ports and the application review process.

E. Long Island Sound Harbor Safety Committee (LIS HSC) Update – Scot Graham provided information on the Block Island Port Access Route Study (PARS). The study was delayed due to a supplemental notice of study to address concerns from the RI Pilots. It is now with the First Coast Guard District legal office for review. The First CG District Prevention Division will review, seek the District Commander's signature and forward the PARS to CGHQ. Additionally, Scot advised that the Bureau of Ocean Energy Management Regulation and Enforcement (BOEMRE) had identified numerous locations on the Atlantic Continental Shelf for potential development of Offshore Renewable Energy Installation (OREI) sites. The initiative has the potential to impact maritime traffic along the entire Atlantic coast. Commander, Coast Guard Atlantic Area (LANTAREA) is sponsoring an Atlantic Coast Port Access Routes Study (ACPARS) for the entire Atlantic coast (Maine to Florida), to examine the potential impacts, identify mitigation measures, and facilitate balancing multiple, and possibly competing, uses of the waters along the Atlantic coast. More can be found in the Federal Register at <http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/pdf/2011-11483.pdf> . Lastly Scot reminded all that the 2011 Hurricane season officially begins on June 1st. Information on the approach of sever weather like a hurricane can be found on the public side of CG Sector Long Island Sound's HOMEPORT web site (<https://homeport.uscg.mil/lis>).

F. Letter to CT Attorney General – Nothing new to report. A response from the AG's office still pends.

V New Business:

A. Administrative Matters – The Chairman Noted that obtaining a quorum at CTMC meetings had become increasingly more difficult. Coupled with a redundant agenda, he asked whether or not the schedule for the rest of the year should be modified/ reduced in frequency. Vice Chairman Johnson stated that he didn't think reducing the frequency would be wise at this time due to the need to keep on top of given the various maritime related changes to legislation pending. Commissioner Dubno indicated that skipping an occasional meeting might be OK and that the agenda should drive whether or not to cancel a meeting. He also stated that the legislation that would create a statewide port authority is going nowhere this legislative session. Joe Maco stated that as long as the Governor is considering maritime related infrastructure projects, the CTMC should continue to meet as scheduled. The Chairman asked if the only

purpose for a meeting was to provide updates that perhaps the information could be distributed electronically in lieu of at a meeting. The discussion concluded with a "watch and decide later" approach statement.

VI Executive Session – none held.

Before adjourning, Joe Maco asked if there had been anything new relative to the proposed NY State Ballast Water regulations. George Wisker responded that nothing new had occurred since NY delayed the implementation. Chuck Beck reminded all that he had forwarded an update to the CTMC bang list the day before, May 17, 2011.

VII Date of Next Meeting: It was announced that the next meeting of the CTMC would be held at the **Fort Trumbull Conference Center located at 90 Walbach Street in New London, CT at 0930 on Wednesday June 15, 2011.**

VIII Adjournment: - A motion to adjourn was made by Vice Chairman Johnson, seconded by Commissioner Dubno and passed by unanimous vote. The meeting ended at 10:27 AM.