

**CONNECTICUT MARITIME COMMISSION (CTMC)
SUMMARY REPORT OF MEETING (Mtg. #06-14)
June 18, 2014**

Location of Meeting: Conn-DOT HQ Building
2800 Berlin Turnpike
Newington, CT 06131

Attendance:

Commissioners

Present

Joe Riccio
Dave LeVasseur/OPM (for Secretary Barnes)
Chuck Beck (for DOT Commissioner Redeker)
Tom Dubno
Stan Mickus
Bob Ross
Grant Westerson
Parker Wise
George Wisker (for DEEP Commissioner)

Absent

Mike Griffin
John Johnson
Dave Shuda
Tim Sullivan (for DECD Commissioner Smith)

Guests

David Elder Ned Farman Martha Klimas Stephanie Molden Dave Rossiter
Joe Salvatore Bill Spicer Alan Stevens

I. Call to Order:

Chairman Joe Riccio called the meeting to order at 0932. A quorum of was present. The Chairman asked for all present to introduce themselves starting with the Commissioners. Upon completion of the introductions the Chairman called for a moment of silence in honor of CTMC Commissioner and State Representative Larry Miller who recently passed away.

II. Review of Meeting Minutes:

The summary report of the May 21, 2014 meeting was reviewed. A motion to approve the summary report was made by Commissioner Ross, seconded by Commissioner Westerson. With 2 abstentions (LeVasseur and Dubno) the motion passed with 7 affirmative voice votes.

III Discussion Open to Public None offered.

IV Old Business:

Dredging Update – Reminding all of the CT River dredging needs raised by Joel Severance at the May CTMC meeting, Joe Salvatore reported that Michael Doyle, Senior Government Affairs Director of Sullivan & LeShane, Inc. representing NRG had contacted him recently acknowledging that NRG still owed the CTDOT data on other waterway users that would benefit from dredging the CT River. Until the user data is obtained the CTDOT and New England District of the Army Corps of Engineers have the CT River Federal Navigation Project (FNP) dredging project on hold. Projects being scheduled for the upcoming dredging season (winter of 2014-15) will be the Mystic River FNP (approximately 250K cu yds) and Guilford Harbor Marina infrastructure and dredging project. A Mystic River Auxiliary Channel dredging project (less than 25K cu yds) could be combined with the Mystic River FNP project if the Mystic HMC gets the permit approved. Joe advised that the Army Corps is pursuing a multi-year MOA with the CTDOT to cover transfer of state funds to the ACOE for projects to be completed over the next 3 years. Unfortunately, review of the multi-year MOA document has hit a snag within the CTDOT Legal unit over the Authorization and Assurance documents for each project. In response to a question from Commissioner Ross, Joe Salvatore provided additional detail on the advantages of a multi-year MOA; less administrative work/time. In response to a question from the Chairman, Joe advised that the multi-year MOA would be set up to transfer from CTDOT to a successor organization such as the Connecticut Port Authority (CPA). In response to a question from

Commissioner Dubno, Joe and Chuck Beck advised that until the recent passage of the new Water Resources Reform and Development Act (WRRDA), Federal law prohibited the ACOE from accepting funds from the State to conduct any improvement (deepening project) study. IF the ACOE cannot provide funds for a New Haven Harbor deepening study, the CTDOT is prepared to do so. Lastly, Joe Salvatore reported that repairs to the CVRR Pier at the State Pier Facility are underway. An 800 foot section of the east side of the CVRR Pier collapsed. The repairs are estimated to cost \$4M. Mohawk was selected as the contractor. The repair design includes future infrastructure improvements planned for the State Pier Facility.

LIS AMSC/HSC Update – No CG members present, no report given.

Connecticut Port Authority – Legislative Update – In the absence of Tim Sullivan, the Chair reported on the PA 14-222 Port Authority legislation signing ceremony held in New London at noon on Monday June 16, 2014. He advised all on the provision in PA 14-222 for the President Pro Tempore of the Senate (State Senator Williams) to appoint a member of the CTMC to the Port Authority Working Group (PAWG). For the consideration of the CTMC Commissioners, the Chairman recommended that Vice Chairman Johnson's name be put forward to Senator Williams for consideration. Commissioner Mickus advised that Senator Williams had already contacted and appointed him by a letter dated June 2, 2014 to the PAWG as the CTMC representative.

National Coast Guard Museum – In the absence of Vice Chairman Johnson, Commissioner Ross reported that the environmental evaluation (EIE) on the pedestrian bridge over the railroad tracks associated with the National CG Museum would be out for a 45 day public comment period soon. A meeting with the New London parks commission had been held to discuss moving the bus terminal from its current location adjacent to the railroad station to across the street to accommodate the pedestrian bridge. Lastly, Commissioner Ross advised that the CT Attorney General's office had approved the financial assistance agreement between DECD and the National CG Museum Association.

V New Business:

Port of New Haven – New Haven Port Authority Executive Director Judi Sheiffele provided an overview of the Port of New Haven and the New Haven Port Authority (NHPA). She felt that one of the biggest challenges faced is getting the word out on what the Port of New Haven has to offer. The NHPA was chartered by City ordinance in 2003 though it took about a year to get up and running. In 2008, the City transferred approximately 12 acres of property within the Port District to the NHPA that has subsequently been leased to terminal operators to raise revenue. The NHPA developed a strategic land use plan that has proven to be very useful particularly when applying for grants such as TIGER. Judi stated that the NHPA identified two main issues that had to be dealt with. One issue was the maintenance dredging of the New Haven Harbor channel. Another was the reconstruction of Water Street. She reported that the maintenance dredging of the New Haven Harbor FNP as well as approaches to some of the terminals had been completed in early 2014. Judi also reported that the reconstruction of Water Street was near completion as part of the Q Bridge project. The Water Street reconstruction reestablished the rail line that runs parallel to Water Street along the entrances to the terminal facilities. Extending the rail line into the individual terminals has not yet been done. Judi stated that the predominate cargo entering New Haven Harbor is petroleum based products. Other products included dry bulk (sand, salt, cement) and some break bulk (steel coils, project material and rails). Gateway Terminals has introduced a new cargo: a chemical salt used in bio-processing. The bio-processing plant requires 2 truckloads of the salt product per day. Bringing the salt product in by vessel saves approximately 750 truck trips per year on I-95 between NY and New Haven. Judi stated that on the horizon, the NHPA is seeking to get the channel deepened from the current 35 foot authorized depth to 42 feet. Funds for the improvement dredging project study are in the Federal FY 2015 budget. A challenge to overcome is the Cross Sound Cable that was buried in the channel when installed. Although the cable company agreed to be responsible/pay for relocating the cable should a deepening dredge take place, the cost of doing so will be figured into the cost benefit analysis. In response to a question on the timeline for the improvement (deepening) dredging project, Joe Salvatore offered that the Boston Harbor

improvement dredging project took over 7 years to work through the approval process. Judi Sheiffele stated that another issue to deal with is that all improvement studies are now conducted by an Army Corps unit in Alabama vs the New England District. Judi stated that a steady challenge is identifying sources of revenue for port projects such as extending the rail into the terminals and the deepening of the channel. Lastly, Judi provided information on recent trends of cargo passing through the Port of New Haven. Since 2008, cargo is incrementally down by ton though import/export of goods is statistically up. Logistec moved their steel business from New Haven to New London but coiled steel is returning. The NHPA has recently met with Ecuador's Trade Minister to bring shipments of fresh fruits and vegetables into New Haven, though there would be a significant infrastructure cost in establishing refrigerated warehouse facilities. Commissioner Dubno stated that he attends the NHPA meetings and hopes that the NHPA is used as a model for the creation of the CPA. The meetings are public, transparent, provide access to the City government and efficiently run.

North Atlantic Ports Association Meeting – Chuck Beck Martha Klimas and Judi Sheiffele reported that they had attended the NAPA meeting held in Portland, ME the first week of June, 2014. Of note was that the NAPA Board of Directors approved sending two letters under the signature of the President, F. Bradley Wellock. One letter asks for continued funding for ocean planning process and was mailed to the Congressional leadership. The other letter was on opposition to a proposed fee increase for agricultural inspections sent to the federal record. Martha Klimas advised that Jeff Flumignan (MARAD) had reminded all at the NAPA meeting that MARAD had an active solicitation for American Marine Highway (AMH) projects. The drop dead date for submitting the project is June 30, 2014. Martha and Judi provided a summary of some of the changes in WRRDA that would protect and distribute new revenue collected for port projects. Chuck Beck advised that a hand out with details was in the meeting package. Distribution of the funds already in the HMTF was not addressed/changed in WRRDA. Both Judi and Martha confirmed that WRRDA did in fact change the prohibition for the ACOE to conduct studies as previously discussed under Dredging Update. Jeff Flumignan also advised the NAPA meeting participants that MARAD led a discussion on alternative fuels and how one solution does not fit all uses. NAPA continues to try and get EPA to attend its meetings. Judi Sheiffele advised that TIGER Grants were discussed. The bottom line is that TIGER Grants are very competitive and the funding small. For instance, there were \$9.5 B dollars of requests and only \$600M available in TIGER round 6. A recommendation being considered is to institutionalize funding specifically for port infrastructure.

VI Executive Session – none held.

VII Date of Next Meeting: All were reminded that the next meeting of the CTMC would be at ConnDOT HQ on **Wednesday July 16, 2014.**

Before adjourning Commissioner Ross advised that the SECT Council of Governments had been tasked with soliciting an RFP for a Thames River Water Taxi Service to be established as part of the Thames River Heritage Park. He was not sure who was providing the funding for the taxi service. Commissioner Ross also questioned whether or not the CTMC Commissioners needed to have a conversation at the July 2014 meeting about the future of the CTMC. Chuck Beck reminded all that the original CPA legislation specifically eliminated the CTMC by deleting the statute that created it. He also reminded all the PA-14-222 though not as clear, tasks the PAWG with developing a plan to transfer the functions of the CTMC to the CPA.

VIII Adjournment: -. A motion to adjourn was made by Commissioner Dubno, seconded by Dave LeVasseur and passed by unanimous voice vote. The meeting adjourned at 10:14 AM