

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF MEETING (Mtg. #07-07)
18 July 2007**

Location of Meeting: South Central Regional Council of Governments Office
North Haven, CT

Attendance:

Commissioners

Present

Chuck Beck (for Commissioner Carpenter)
Tom Dubno
Susan Decina (for Commissioner McDonald)
Judy Gott
G.L. "Doc" Gunther
Joseph P. Maco (for TSB Chair Kelleher)
Joseph Riccio
David Shuda
Martin Toyen
Kaye Williams
George Wisker (for Commissioner McCarthy)
John Wronowski
Robert Virgulak

Absent

Vincent Cashin
Phil Smith (for Secretary Genaurio)

Guests

John Crowther	Robert Hammersley	Mike Piscitelli	Dave Rossiter	Joe Salvatore
Bill Spicer	Alan Stevens	Brian Thompson	Grant Westerson	

I. Call to Order:

- The Chair opened the meeting at 9:37. A quorum of 13 was present.

II. Review of Meeting Minutes:

- The draft minutes of the 20 June 2007 meeting were reviewed. After a motion by Judy Gott and second by George Wisker, the minutes were approved by unanimous vote.

III Discussion Open to Public

- No comments were offered by the public.

IV Old Business:

- Dredging Update:
 - Projects - Joe Salvatore provided information on some pending dredging projects, specifically at the Rocky Hill-Glastonbury ferry terminal on the CT River and a need for some minor dredging at the State Pier in New London. The State Pier project needs updated sample testing. He also stated that there were several other projects pending funding. He recently attended a meeting with representatives from Pilots Point Marina in Westbrook concerning their dredging needs. As the dredging project coordinator Joe is working with the private entities, CT DEP and the ACOE in an attempt to marry federally funded projects that might have an excess of "clean" material with projects that have a need for clean material for capping. Joe reported that he and Chuck Beck had met with the new NOAA representative for New England on Monday 18 July.
 - Joe reported that Ed O'Donnell had provided information on the FY 08 federal budget as related to CT dredging projects. A summary noting the amounts that were currently in the House, Senate and President's budget proposals for each of the

projects was provided to the CTMC Commissioners as part of the handouts. Also included was a copy of a press release from Congressman Shay's office concerning \$8M presently in the House budget for dredging Norwalk Harbor. The fact that the House budget if passed would provide \$8M, the Senate budget \$3M and the President's budget \$0 led to a lengthy discussion concerning the need to prioritize CT's dredging needs. It was explained that coordinating various projects that were already holding a permit and had available funds could lower cost as well as solve some disposal issues; i.e. one project would be the required cap for one or more other projects. For instance, the low bid for the Rocky Hill-Glastonbury ferry dredging project is \$400K-500K more than the bond going before the Bond Commission. If the disposal plan for the materials was amended/combined with another project the cost could be reduced by \$500K-600K.

A question was asked about which FY the original bond request had been made. Another question was asked about how material from the Housatonic River was allowed to be deposited at Hammonasset Beach. George Wisker advised that a couple of years ago about 15,000cy of sand originally pumped from the offshore areas of Hammonasset into the marshes behind the beach was excavated as part of a wetland restoration project and placed on the beach and stockpiled for later use. As of this date, no sediment from the Housatonic River has been placed at Hammonasset Beach. Coordination continues with the ACOE to determine the logistics and cost of placing dredged Housatonic sand at Hammonasset Beach..

Grant Westerson stated concern that attempting to coordinate several known and permitted projects could delay the North Cove dredging project even more. Chuck Beck reiterated that as it stands, neither North Cove nor Norwalk had any funding available. The key was getting funding for North Cove since the material is considered "clean" and thus can be used as capping material for Norwalk as well as several other projects. Being able to show the federal government that Norwalk and North Cove were linked and could also be used to complete the other projects might be able to be used as leverage to obtain the necessary federal money.

Marty Toyen proposed that the previously formed dredging sub-committee should develop a comprehensive plan/list of all CT dredging needs. He proposed that the plan be completed by September so that it could be provided to CT legislators. Chuck Beck reminded all that the sub-committee had already been so tasked which is why the letters to the municipal Chief Elected Officials (CEO) had been drafted. Judy Gott and Bob Virgulak supported a "complete" list. Tom Dubno and Joe Maco supported concentrating for the time being on known projects that were "permitted". Joe Salvatore reminded all that once the introductory letter to the CEOs was completed that the planned next step was to send a dredging needs type questionnaire to the CEOs to generate a complete list.

Kaye Williams interjected that what was needed is a way to educate the CT legislators on the importance of dredging. Marty Toyen suggested that a power point presentation be created as a tool to educate the legislators. Judy Gott recommended a one page "cheat sheet" rather than a power point document. Doc Gunther stated that all of the CT projects needed to be included in any presentation which brought the conversation full circle back to the letter to the CEOs and the development of the questionnaire.

- Letter to CEOs – Marty Toyen reported that the "introductory" dredging letter had been signed and mailed to the Chief Elected Officials (CEO) of each CT community with a harbor/waterway along the Long Island Sound coast or connecting navigable CT Rivers. A copy of the dredging letter and distribution list was provided to the CTMC Commissioners as part of the handouts. The discussion once again returned to the development of a dredging needs questionnaire in cooperation with the Army Corps of Engineers (ACOE) and the Environmental Protection Agency (EPA).

George Wisker reminded all that the purpose of the CEO letter was to serve as an introduction.

- Legislation - Chuck Beck stated that the CTMC needed to reintroduce HB 7070 AN ACT CONCERNING HARBOR IMPROVEMENT PROJECTS before the next CT legislative session.
 - DMMP – The only information offered related to the Long Island Sound DMMP was the aforementioned press release from Congressman Shay’s office. The press release stated that the House proposed FY 08 budget contained \$4.8M, the Senate’s \$2.8 and the President’s \$2.8
- CT Maritime Cluster (CMC)/DECD Development of Commercial/Recreational Data – Tom Dubno stated that RFP for a consultant to conduct the study had been finalized and should be mailed within a couple of days. He also stated that the CMC had discussed the need for “governance” related to maritime issues.

V New Business:

- Status of CTMC Appointed Commissioners - Chuck Beck stated that there were only two copies of CTMC member’s letter of appointment still outstanding. There was a brief discussion again about whether or not the CTMC might want to consider amending the current legislation (CGS 15b-51(a) and (b) to ensure newly appointed members have the desired background.
- Letter from Essex Harbor Management Commission – Marty Toyen drew attention to a letter received from the Essex Harbor Management Commission requesting coordination support from the CTMC relative to some private marina dredging projects within Essex harbor. A copy of the letter was included in the handouts.
- Errata –
 - Marty Toyen made mention of the article in a recent copy of the New London Day that announced plans for Royal Caribbean’s EXPLORER OF THE SEA to make 5 port calls this year and 2 next year at the State Pier. Chuck Beck provided a summary of how the heretofore unexpected port calls came about. Joe Maco provided information on a meeting that took place among the shipping agent, cruise line, State, Cruise Ship Task Force and CT licensed marine pilot’s representatives. Bathymetric survey information for the State Pier and Thames River channel have been conveyed to a simulator in Florida so that the arrival/departure of the 1020 foot length ship can be modeled and a determination made that the movement can be done safely. There was some additional discussion relative to thrusters, use of tugs, wind limitations that served to educate those present less knowledgeable on deep draft ship operations.
 - Marty Toyen asked John Wronowski about the status of the North Shore-Cross Sound Ferry lawsuit. It was reported that the suit has been somewhat inactive lately but that beyond that pending litigation prevented a full discussion.
 - Marty Toyen asked CTMC members if they had any ideas on speakers that should be invited to inform/educate the CTMC on maritime related issues. It was suggested that perhaps the Chair should contact OPM and request a presentation on how the State budget process worked relative to getting funding for dredging.
 - George Wisker provided an update on Broadwater stating that the State of New York was expected to render its decision to support or oppose the project by mid-August.
 - A concern was raised about the CTMC focusing on dredging at the expense of other maritime related infrastructure issues. The concern led to a discussion on the Maritime Policy statement which led to a need to focus on dredging until a project was accomplished which led to the purpose of the sub-committee which returned to the discussion previously held and noted earlier.

- o Chuck Beck reminded the Chair that both DEP and DECD had been asked at the last CTMC meeting to provide information on what the State does for the recreational boating industry. George Wisker provided information on Coastal Zone Management (CZM), policies administered by DEP's Office of Long Island Sound Programs (OLISP). The CT Harbor Management Act of 1984 and Harbor Management Plans, particularly how they all work towards water dependent use of the State's harbors. Information was provided on moorings, slips and anchorages as well as a highly successful "no discharge" program created in part through a \$7.1M federal grant to create marine sanitation pump out facilities and related boating education. Information was provided on the Boating Divisions roles and missions which include boating education, boating safety, boating law enforcement and abandoned boats management.

Marty Toyen asked if there were sufficient boat launching ramps in CT. Grant Westerson responded that the public is always looking for more space and then offered the delayed establishment of a boat ramp in Portland as an example of unnecessary bureaucratic delays. He also opined about DEP's dual role (regulatory and enforcement) having a net negative affect on boating matters. Dave Shuda stated that the CTMC had heard from the CT Marine Trades Association representatives last meeting that the balance of rules in CT including tax regulations stymied business in CT compared to neighboring states.

A question was asked about the authority of a harbor master to establish moorings which solicited a comment from Doc Gunther on his drafting of the State's Harbor Management Plan Bill. Doc then asked how CZM could allow Bridgeport to build housing units in the coastal zone, particularly in a port district. Judy Gott added that the affordable housing legislation needed to be changed. Brian Thompson stated that local governments have the final word on Harbor Management Plans. DEP provides oversight.

Sue Decina provided information on DECD's "Next Generation Competitiveness Strategy". She informed all on the development of "clusters" such as the Maritime Cluster". The CT Maritime Coalition doubles as the Maritime Cluster. DECD provided \$50K to the Maritime Cluster in 2001 for marine job related education programs. In 2006 DECD sponsored market place sessions. She also made note of the previously discussed market study RFP reported under Old Business. It was stated that the Tourism Cluster included the CT Marine Trade Association. Dave Shuda stated that CT Maritime Coalition initiated the legislation that created the CTMC and was involved in getting cruise ships to make port calls in New London.

- o Marty Toyen announced that the CT Maritime Association offers a \$1,000 grant to maritime businesses that employ summer interns.

VI Date of Next Meeting:

- Marty Toyen reminded all that the next meeting of the CTMC is scheduled at 9:30 AM **Wednesday** 15 August 2007 at the Bridgeport Regional Vocation Aquaculture School in Bridgeport, CT. There was a brief discussion about cancelling the meeting due to summer vacations. It was decided to hold the meeting but to keep the agenda limited to facilitate a tour of the facility.

VII. Adjournment:

- A motion was made by George Wisker, seconded by Joe Maco and approved unanimously to adjourn. The meeting ended at 11:08 AM.