

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF MEETING (Mtg. #06-10)
July 21, 2010**

Location of Meeting: CG Sector Long Island Sound
120 Woodward Ave
New Haven, CT

Attendance:

Commissioners

Present

Chuck Beck (for Commissioner Parker)
Tom Dubno
G.L. Gunther
John Johnson
Joseph P. Maco (for TSB Chairman)
Larry Miller
John Opie
Joe Riccio
David Shuda
George Wisker (for Commissioner Marrella)

Absent

Brenda Sisco
Joan McDonald
Vincent Cashin
Linda Krause

Guests

CDR Amy Beach	Andy Davis	Ned Farman	Bill Gash	Nancy Hadley
Fred Hall	Mike Pimer	Ray Rizio	Dave Rossiter	Joe Salvatore
Joel Severance	Judi Sheiffele	Richard Warren	Grant Westerson	

I. Call to Order:

The Chairman, Joe Riccio, opened the meeting at 0934. A quorum of 9 was initially present with Commissioner Shuda arriving at 0939 to make 10. The CTMC Commissioners, designees and the audience were asked to introduce themselves.

II. Review of Meeting Minutes:

The summary report of the June 16, 2010 meeting was reviewed. A motion was made by Commissioner Dubno to approve the summary report. The motion was seconded by George Wisker and approved by unanimous vote.

III Discussion Open to Public Joel Severance provided a draft letter as a handout, reading parts of it and providing a copy to the CTMC. He solicited comments and/or corrections to the information in the handout. The draft letter covered several dredging related issues: the CHMA dredging seminar held on 7/19/2010; the PSEG's Devon Power Plant on the Housatonic River; the NRG Power Plant on the Connecticut River and New Haven Harbor. The common theme was that each presently did in the past and could in the future receive fuel (oil, gas, coal) needed to generate electricity via a waterway. Mr. Severance is part of an OPM working group charged with generating an Energy Assurance Plan; energy supply contingency. There was some discussion on various statements made in the handout that were inaccurate. There were questions related to who the "stakeholders" that were referenced in the handout were which were responded to by Mr. Severance. It was asked that a copy of the handout be distributed for comment as part of the CTMC meeting minutes distribution.

Attorney Rizio, representing the Bridgeport Port Jefferson Ferry, addressed a copy of a draft letter he obtained that was to be discussed under New Business. Attorney Rizio stated that the letter in its present draft form should not be sent because doing so would restrict the operation of the ferry. He felt that actions taken to restrict the moving of the ferry to a new terminal was tantamount to holding the ferry company hostage. Chuck Beck unsuccessfully raised a point of order asking if it would be more appropriate to hold the discussion initiated by Attorney Rizio until later noting that there was an agenda item to discuss the Bridgeport Ferry Attorney under New

Business. Rizio accused the Chairman of having a conflict of interest in matter related to the Bridgeport Ferry due to his past involvement while serving as the Executive Director of the Bridgeport Port Authority. He provided a copy of an excerpt from a report by Tritedra commissioned by the Ferry Company that concludes that the current ferry terminal can not support the present vehicle traffic. Commissioner Johnson asked if Attorney Rizio had a feel for why the Bridgeport P&Z Commission by a 3-3 vote did not approve the Ferry Company's petition to relocate its operation across the harbor to the Coastline Terminal. Attorney Rizio responded that only 6 of the 9 P&Z Commissioners were in attendance. He further stated that if all had attended there would have been 5 affirmative votes. A comment was added that due to the Bridgeport Harbor Management Commission's disapproval of the petition, it would have taken a 2/3rds vote to pass the P&Z Commission. Attorney Rizio made mention of the politics involved in the process making specific mention of the Downtown Business Associations misguided belief that the ferry terminal was an integral part of the Intermodal Transportation Center in Bridgeport. There was some discussion about recent articles in the press about the issue and actions taken by the P&Z Commission. Chairman Riccio thanked Attorney Rizio for his comments, reminded all that Attorney Rizio had made a presentation on the issue to the CTMC previously and invited him to attend and present at future meetings.

Ms Nancy Hadley, member of the Bridgeport Downtown Task Force and former Deputy Transportation Commissioner at CTDOT stated that the issue raised by Attorney Rizio was a small part of a larger issue at stake; the future of the Port of Bridgeport. She provided some historical context related to the state's role in the creation of the Bridgeport Harbor Management Plan and the Coastal Zone Management Plan as the cornerstones for determining what needed to be done to keep the Port of Bridgeport viable. The CTDEP was intimately involved in the establishment of the policies contained in those plans. The CTDOT and Transportation Strategy Board have long held that intermodal transportation was critical to the congestion mitigation strategies for Southwestern Fairfield County. Millions of state and federal dollars have been invested by the CTDOT in assisting with the creation of Bridgeport's Intermodal Transportation Center. The ferry is part of the intermodal transportation cluster. Bridgeport's new Master Plan and zoning regulations have made transit oriented development a cornerstone to the downtown's future. The State Departments of DEP, DOT and DECD must come together to decide on the future of Bridgeport's port as well as the other two state ports. That is the crux of this problem, not Bridgeport politics. Ms. Hadley offered to provide a complete packet of the testimony that was given at the P & Z Commission meeting so that it could be distributed to the CTMC members as an explanation of why the Coastline Petitions on behalf of the Ferry Boat Company were rejected. She also stated that the downtown business owners had reached out to the Ferry Boat Company to work together to grow the Ferry Boat Company's business as well as the downtown businesses. Lastly Ms Hadley stated that a federal DOT grant awarded to the BPA was used to design and receive construction bids for a second emergency dock and parking garage on the existing terminal site to serve the ferry boat passengers. The remainder of the grant was withdrawn due to the delay caused by the lawsuit initiated by the Ferry Company against the BPA.

Commissioner Shuda challenged Ms Hadley about her involvement in the rezoning of the Coastline Terminal from heavy industrial to mixed use. The Chairman intervened stating that rezoning was not the issue at hand. After some additional comments from a number of people the meeting moved to the next agenda item.

IV Old Business:

A. Dredging Update – Joe Salvatore stated that the ACOE will be establishing a working group to review various aspects of the LIS DMMP. Stakeholders will be contacted to participate. He also stated that the ACOE has let various study contracts out related to the LIS DMMP. All of the results of the studies can be found on the ACOE's LIS DMMP web site (<http://www.nae.usace.army.mil/projects/ri/LISDMMP/LISDMMP.htm>). In response to a question from Joe Maco, Joe and George Wisker provided additional information on the various working

groups and who was considered a stakeholder. Joe Salvatore advised that a bond had recently been approved for repairs to a municipal dock in Guilford. The \$300K bond request was inserted at the eleventh hour by the local legislator. A discussion ensued relative to the apparent lack of understanding by state legislators with respect to the Harbor Improvement Fund (HIF) created by CT Legislature as PA 101-08 or the dredging and maritime infrastructure project vetting process created by the CTMC. Joe Salvatore stated that he continues to be contacted by various municipal representatives asking for assistance in getting their waterway dredged, most notably Wethersfield and Old Lyme. During an Old Lyme outreach meeting he had an opportunity to discuss dredging with State Senator Stillman.

The Chairman provided a summary of the CT Harbor Management Association sponsored dredging meeting held the evening of 7/19/2010. Presentations were made by representative from RI, MA, CT and the ACOE as well as the Stratford HMC. Chairman Riccio stated that the difference among the three states related to dredging issues were few and subtle. A major difference noted was that RI and MA appear to have much greater success in obtaining federal funding for their dredging projects. There was a follow-on discussion on the lack of financial support for dredging CT waterways from both the State and Federal elected officials. Examples were given on the number of projects and the quantity of materials dredged by both RI and MA over the past 10 or more years, all funded by Congressional earmarks.

B Connecticut Economic Strategic Plan (ESP) Update – On behalf of Peter Simmons who could not attend due to pressing matters at DECD, Chuck Beck relayed a message the DECD had not taken any action on the Statewide Port Authority issue that was part of the ESP.

C. America's Cup Update – Commissioner Johnson reported that BMW-Oracle, the winner of the last America's Cup Challenge had decided that the next race would be held in San Francisco. However, the Thames America's Cup Committee had decided to continue to promote the New London-Groton area as venue for preliminary America's Cup related regattas and other traveling sailing regattas.

D. Statewide Port Authority (SWPA) – Commissioner Krause was unable to attend so not update was provided.

E. Long Island Sound Area Maritime Security Council (LIS AMSC) Update – CDR Amy Beach introduced herself as CDR Oditt's replacement. She stated that the next LIS AMSC meeting was scheduled for September 2010.

F. Long Island Sound Harbor Safety Committee (LIS HSC) Update. – Nothing to report.

V New Business:

A. Bridgeport-Port Jefferson Ferry Relocation – The Chairman initiated the discussion by stating that he and the Vice Chair had talked and thought that the CTMC should discuss whether or not to send a letter to the Governor asking for a state review and possible mediation in dispute between the Bridgeport Port Jefferson Ferry Company and the City of Bridgeport. Additionally, the Chairman noted the recent Chapter 11 filing of Coastline Terminals in Bridgeport. It appeared that attention was warranted as a matter of policy not only for the Port of Bridgeport but all of CT's ports. Most of the following discussion centered on the draft letter previously discussed during the public comment. It was noted that the letter was a draft and intended as a straw man to facilitate discussion. Joe Maco asked if he could ask a question of Attorney Rizio but it was noted that he had left after making his remarks during the public comment period. In response to a question from Joe Maco, Fred Hall of the Ferry Company stated that the Ferry Company had not taken the potential relocation of the ferry operations issue to CT's Transportation Strategy Board. There was further discussion on the purpose, tone and specific language of the draft letter. Commissioner Dubno stated that the letter was not helpful and some of the language was juvenile. Commissioner Gunther stated that the letter was insulting. He further made comments

about the ineffectiveness of the CTMC. Commissioner Shuda made comments relative to the loss of business at the Coastline Terminal and challenged the description of Bridgeport as a deep draft port due to channel depth restrictions. Additionally he stated that CT needs to wake up on the best interest of the ports and the port stakeholders. The Chairman reminded all that the letter was a draft and that there was never any intent on sending without the consensus of the CTMC. He asked for recommended changes to the letter. Noting none, he asked if the CTMC should send any letter to the Governor on issues raised. Commissioner Gunther moved that no letter be sent to the Governor. After clarification of Commissioner Gunther's motion, Commissioner Dubno provided a second. The motion not to send any letter was approved with 7 affirmative votes, 1 opposed and 2 abstentions.

VI Date of Next Meeting:

It was announced that the next meeting of the CTMC would be held at **0930 Wednesday September 15, 2010 at the CTDOT HQ Building in Newington, CT**

VII Adjournment:

A motion to adjourn was made by Commissioner Dubno, seconded by Commissioner Opie and approved by unanimous vote. The meeting adjourned at 11:04 AM.