

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF MEETING (Mtg. #10-09)
21 October 2009**

Location of Meeting: Fort Trumbull Conference Center
New London, CT

Attendance:

Commissioners

Present

Chuck Beck (for Commissioner Marie)
Vincent Cashin
Sue Decina (for Commissioner McDonald)
Tom Dubno
Linda Krause
G.L. "Doc" Gunther
John Johnson
Larry Miller
Joe Riccio
David Shuda
George Wisker (for Commissioner Marella)

Absent

Robert Genuario
Joseph P. Maco
John Opie
John Wronowski

Guests

Lou Allyn	George Cassidy	John Crowther	Bill Gash	John Gaucher
Fred Hall	Jon Kachmar	David Keene	David Lis	John Markowicz
Albert Martin	Kevin Oditt	Lou Rinaldi	Ray Rizio	Dave Rossiter
Joe Salvatore	Peter Simmons	Bill Spicer		

I. Call to Order:

The Chair, Commissioner Joe Riccio, opened the meeting at 9:37 AM. A quorum of 11 was present. The CTMC members were asked to introduce themselves. The audience was asked to introduce themselves.

II. Review of Meeting Minutes:

The summary report of the 16 September 2009 meeting was reviewed. A discrepancy in the location of the meeting was noted. A motion was made by Commissioner Johnson and seconded by Commissioner Miller to approve the summary with the noted correction. The motion was approved by unanimous vote.

III Discussion Open to Public

David Keene of Shell Trading provided some insight into the planned improvements to the Motiva facilities in both New Haven and Bridgeport. The estimated \$11.6M improvements in New Haven will include renovations to the breasting dolphins and gangway system. Due to structural deficiencies, the Bridgeport facility will be downsized, limiting the capability to an RTC-135 size barge or ships with less than a 22.5 K metric ton displacement. Improvements will be made to the gangway system in Bridgeport. In response to questions Mr. Keene stated that economics and tankage were the primary factors in the decision to downgrade the Bridgeport facility, not dredging. He further stated that the Bridgeport facility routinely handled 6-10 ship visits per year where as New Haven handled approximately 200-220.

Bill Gash, Executive Director of the CT Maritime Coalition (CMC), provided an update on the Economic Impact Study (EIS) that was commissioned by the CMC. It is anticipated that the draft EIS will be available in 2-3 weeks. Preliminary report is that the maritime industry contributes \$5B

to the state's economy. On another issue, Mr. Gash requested the CTMC consider sending a letter to the CTDEP requesting information on the science behind the limitations placed the dredging season caused by seasonal fish spawning. CMC has thus far unsuccessfully attempted to obtain the information from CTDEP (Mark Johnson). Commissioner Dubno asked Mr. Gash to provide background information to Chuck Beck. Commissioner Dubno made a motion that the CTMC send a letter to the CTDEP supporting the CMC's efforts to obtain the science that is the basis for the dredging window. The motion was seconded by Commissioner Cashin. During discussion, George Wisker stated that dredging windows set by the CTDEP were a product of the National Marine Fisheries Service (NMFS). He added that the dredging window issue had been discussed over the years among state and federal agencies some representing the environment and some representing dredging project management. Bottom line has been of the options available, the more conservative has been adopted by NMFS. Commissioner Johnson asked how the dredging windows established in neighboring states compare to CT. Chuck Beck offered insight on a former dredging problem RI had that was resolved through high level intervention. Commissioner Gunther recommended that the CTMC ask CTDEP to provide a presentation on the science behind the dredging window to the CTMC at a future meeting. Chairman Riccio suggested the request be part of the proposed letter. The motion for the CTMC to write a letter of support was approved with 7 affirmative votes. There were 4 abstentions (Beck, Decina, Krause and Wisker).

Bill Spicer of the Long Island Sound Assembly (LISA) stated that he felt that the State of NY had fired the opening salvo on the Long Island Sound Dredge Material Management Plan (LIS DMMP) by using its CZM review to delay the USN from proceeding with its dredging project. As planned the USN will use the New London Disposal Site (NLDS) for the clean material to be excess from a Contained Aquatic Disposal (CAD) cell being constructed in the Thames River. Mr. Spicer stated that he was going to put the matter on the agenda for the next LISA meeting and recommended that the CTMC do the same. He felt that both organizations should send letters to the Governor recommending intervention on the part of the USN and other CT dredging projects that were to be completed at the same time. George Wisker stated that both CTDEP and the ACOE have looked at alternative disposal sites (CLIS and RI) as alternatives but at present the USN is still planning on using NLDS.

IV Old Business:

A. Dredging Update - Joe Salvatore

1. LIS DMMP – Joe reported that \$2.8M in the FY 2010 budget had been approved by the Senate-House Conference Committee for the LIS DMMP. Joe and George Wisker stated that the results of dredging needs study being conducted by the ACOE as a preliminary to the LIS DMMP is expected to be released in draft form any time.
2. Joe Salvatore stated that there were 9 dredging projects in the queue looking to use the CLIS disposal site. Four of the projects would have approximately 54K cubic yards that would require cap material. Five of the projects would provide approximately 60K cubic yards of cap material. He also provided an update on the status of the Niantic River Amtrak Rail Bridge replacement. Chuck Beck advised that the CTMC letters sent to CTDEP and the ACOE recommending use of sand from the CT River had been successfully submitted to the Public Notice docket.
3. Joe Salvatore stated that the Senate-House Appropriations Conference Committee had approved in the FY 2010 budget for the following projects: Greenwich Harbor (\$100K), Mystic Harbor (\$238K), Norwalk Harbor (\$1.432M).
4. Lastly, Joe Salvatore and George Wisker provided a brief report on the Disposal Area Monitoring System (DAMOS) Symposium held in Rhode Island that they both attended. They learned that the oldest CAD cell in the U.S. was constructed in Stamford harbor in 1979.

- B. LIS AMSC Update –CDR Oditt reported that the Long Island Sound Area Maritime Security Committee meeting was held on 29 September 2009 in Bridgeport. The Port Wide Risk Mitigation Plan was unveiled. The Plan will allow a port security grant projects to be coordinated to address known/priority security gaps. There is \$4.0M in FY 08 and \$4.4M in FY 09 Port Security Grants (PSG) available plus another \$2.2M of ARRA PSG funds to be used. Anyone desiring to submit a project is encouraged to contact Scot Graham of CG Sector LIS or Ms Libby Graham of the CT Department of Emergency Management and Homeland Security (DEMHS).
- C. LIS HSC Update – CDR Oditt provided an update on the Port Access Routing Study (PARS) stating that since an adjoining CG Sector (CGSECTOR SE NEW ENGLAND) was involved, another Public Notice would be issued to cover all bases. CDR Oditt also stated that the LIS anchorage regulation is on a temporary hold to address an issue raised by the New England District of the Army Corps of Engineers; an uncharted disposal site within the Bridgeport anchorage area.
- D. TSB Maritime Committee Update - Chuck Beck reminded all that the TSB Maritime Committee chair, Mayor Dennis Popp, had resigned from the TSB. A new committee chair has not yet been selected.
- E. Maritime Highway Corridors – Chuck Beck brought to the attention of all material in the meeting packet on the Marine Highway.
- F. CT CODEL meeting/letter – The Chairman and Chuck Beck advised the Commission of the meeting held among CTMC leadership and staff members from the CT Congressional Delegation on September 16, 2009. The Chairman stated that it is clear that the CTCODEL staff has an excellent working knowledge of CT's dredging issues and has developed a very good working relationship with CTDOT and CTDEP. The meeting was similar to others held about every 6 months as a means of keeping the staff up to date on the funding needs for Federal dredging projects in CT. A copy of the letter sent to the CT Senators and Congress persons was enclosed in the meeting package. George Wisker advised that there had also been a discussion on the need to fund EPA to conduct the Environmental Impact Study for Eastern LIS. CTDEP has recently sent a letter to the EPA Regional Office asking for timely action on the EIS. Commissioner Gashin stated that NY and RI had made a concerted effort to obtain TIGER grants for maritime related infrastructure projects and asked if CT had requested similar funding. He expressed a concern that NY and RI actions could take business from CT ports. The Chairman advised that he was aware that New Haven and Bridgeport port authorities had requested TIGER Grant funding for port projects. Commissioner Dubno stated that the New Haven Port Authority's submission was for \$36M for several projects. Commissioner Krause stated that she was made aware of a CTDOT sponsored TIGER grant proposal for freight on the Valley Railroad might affect marine interests. Commissioner Gunther stated that the public in CT doesn't know about the dredging needs. He also stated that the CTMC needed to get the Senators and Congresspersons to meet with the CTMC. George Wisker offered the fact that one of the differences between CT and RI or MA is that the other two states have created a state fund dedicated to dredging. The Chairman reminded all that the lack of participation on the CTMC by the Office of Policy and Management hurts the chances of obtaining state funding for the legislatively created Harbor Improvement Account.
- G. Economic Impact Study – Information provided in III Discussion Open to Public by Bill Gash.
- H. Niantic River Amtrak Bridge Project Update – Information provided in Old Business **IVA.2**. Dredging Update.

- I. New Haven Waterfront St Reconstruction – Correspondence related to the New Haven Port Authority request for funding and CTDOT letter of response was included in the meeting package.
- J. Coastal Zone Interstate Consistency – Nothing new to report. The CT Attorney General has still not replied to either of the two letters (November 2006 and September 2008) that had been sent by the CTMC requesting assistance in determining if the State of NY was overreaching its authority to conduct a Coastal Zone Consistency review of CT dredging projects. As stated by Bill Spicer during Public Comments, NY has recently exercised its CZM authority to request a review of the USN dredging project which is now causing a delay to the start date. Since the USN project was to provide capping material at the New London disposal site, other local projects are also being delayed.

V New Business:

- A. Connecticut Economic Strategic Plan – Peter Simmons (CTDECD) offered an explanation as to why nothing was offered by DECD representatives at the September CTMC meeting when port authorities were being discussed relative to the shortly thereafter released Economic Strategic Plan. The issue was that the Plan recommends the establishment of a statewide port authority that would encompass Bradley International Airport, the General Aviation airports, Transit, Rail and Ports. Mr. Simmons stated the DECD representatives at the September meeting had no involvement in preparing the Plan nor did they have any idea as to when the Governor's office would release the Plan. When asked for details on the statewide port authority concept, Mr. Simmons stated that it was conceptually modeled after the Port Authority of NY and NJ and/or MASSPORT. In response to a question, Mr. Simmons offered to have an appropriate DECD representative make a presentation on the Plan, specifically the Maritime Transportation section, at a future CTMC meeting. The Commissioners agreed that the Annual meeting in December would be appropriate. Commissioner Krause stated that she had read all 542 pages of the Economic Strategic Plan and offered comments as well as recommended edits. She felt that combining maritime ports with airports could dilute the current meager focus on maritime issues even more. She supported the establishment of an Investment Fund discussed in the Responsible Growth section pointing out that such a fund already existed (the Harbor Improvement Account) but with no funding. She offered her observation that the state's solution to problems always seems to be to add another agency as opposed to properly funding existing agencies. The Chairman acknowledged the presence of CTDOT Deputy Commissioner Albert Martin and asked if he had any comments to offer on the topic. DC Martin stated that he was observing and learning at this point and nothing to add to the discussion. Commissioner Dubno stated that comparing CT to other states doesn't make sense, was not valid. The Chairman stated that during his tenure as the Executive Director of the Bridgeport Port Authority, he had discussions with CTDECD, CTDEP and CTDOT on the need for state governance of the port authorities as a tool to coordinate development and press for state funding. Commissioner Shuda agreed with the need for state funding. He stated that what was also needed was a more business friendly atmosphere in the state. Commissioner Krause asked if DECD had consulted with the CTMC during the preparation of the maritime section of the Economic Strategic Plan. Sue Decina responded that a series of hearings were held and that the CT Maritime Coalition submitted information. She also stated that individual members of the CTMC had attended one or more of the meetings. John Markowicz stated that there used to be a CT Port Authority, the predecessor to the CTMC. Chuck Beck asked if the former CT Port Authority had any authority or if it had been an advisory group. Mr. Markowicz and others responded that it was advisory only. The Chairman reiterated the CTMC request to Mr. Simmons to have an appropriate DECD representative make a presentation on the Plan, specifically the Maritime Transportation section, at the December meeting of the CTMC.

B. Cruise Ship Task Force Presentation – Mr. George Cassidy, Executive Director of the Cruise Ship Task Force, provided an update on scheduled cruise ship calls to New London. Calls in 2008 were at an all time high. However, due to a number of factors no cruise ships have called on New London in 2009. As it presently stands there are no calls scheduled for 2010 or 2011. Despite receiving very high marks on post visit surveys, one of the factors is that New London does not have the name recognition of other New England ports such as Boston, Portland, Newport, Martha's Vineyard or Nantucket. The other New England ports have been able to invest in infrastructure and/or operational costs to attract cruise ships. CT, through the Commission on Culture and Tourism has provided up to \$75K to the CSTF but more recently lowered the grant to \$15K stating that it was the last. Mr. Cassidy provided information on the positive economic impact to the region that comes with each ship visit. Mr. Cassidy stated that CSTF has estimated that each passenger spends \$54 per visit. Holland America places the spending number at \$150 per passenger per visit. In response to a question about an advocate in the State Legislature, Mr. Cassidy advised that there were two local State Senators on the CSTF Board of Directors. However, both have advised that there is no funding available this year and will remain scarce for the foreseeable future. Mr. Cassidy stated that the CSTF is still fighting for funding to include money for infrastructure improvements like improving the Fort Trumbull pier to accommodate cruise ships. Bill Gash offered that the cruise ship industry in CT is part of the economic impact study that should be available soon. He also stated that the CMC, CTMC and other entities needed to unite to raise awareness of the cruise ship industry as a potential economic driver for southeast CT. Commissioner Cashin offered a motion to have the CTMC submit a letter to the Governor requesting better support of the CSTF. The motion was seconded by Commissioner Johnson. During additional discussion it was recommended that the letter include information on the positive economic impact to the region as well as how neighboring states have leveraged state funds to attract the cruise ship industry to improve their economy. Commissioner Miller recommended that the CT Legislative leaders receive a copy of the letter. The motion passed with 10 affirmative votes. There was one abstention (Decina).

C. Bridgeport Port Jefferson Ferry Presentation – Mr. Fred Hall, Director of Operations, and Mr. Raymond Rizio, attorney for the Bridgeport Port Jefferson Ferry (BPJF), provided information on the proposed relocation of the BPJF terminal from 330 Water Street on the west side of the harbor to 535 Seaview Avenue, the Coastline Terminal on the east side of the harbor. Attorney Rizio initially asked that the Chairman recuse himself due to his past involvement with the BPJF in his former capacity as Executive Director of the Bridgeport Port Authority (BPA). The Chairman, Commissioner Dubno and Commissioner Krause collectively stated that there was no vote scheduled or anticipated to be taken by the CTMC on the proposed move thus, there was no reason for anybody to recuse themselves. As a matter of disclosure, Commissioner Shuda stated that the proposed move would involve the sale/purchase of property he owned. Attorney Rizio provided a list of reasons for the proposed move. He distributed a document that contained the advantages/disadvantages of the current ferry terminal location as well as the advantages of the proposed location. He also distributed a conceptual site plan. Attorney Rizio stated that the BPJ Ferry would invest \$10M in infrastructure improvements to the proposed Coastline Terminal location. Attorney Rizio stated that according to the Bridgeport Harbor Management Plan, ferry boats were considered deep-water vessels. He provided an excerpt from the Harbor Management Plan (3.1.2) that indicated "deep-water" properties would have depths to accommodate vessels with a draft of 16-35 feet. In response to a question about dredging needs, Attorney Rizio indicated that no dredging would be required. In response to a follow-on question, Fred Hall stated that the BPJ ferries needed 12 feet of water. Attorney Rizio stated that discussions with Coastline have configured the proposed property acquisition to allow the refrigerated warehouses and enough linear dock space to remain so that commercial vessels could still be accommodated. Commissioner Shuda stated that there had been no discussions between the BPJ Ferry (McAllister) and Coastline about the acquisition for months. Attorney Rizio stated that at an informal meeting with 32 residents, the East End Community was behind the project and looked at it as a potential draw for more retail development in their neighborhood.

Commissioner Cashin asked about the compatibility of having a ferry and commercial moored at the same time. There was a discussion about the need for a bollard that might have to be established if not shared. Commissioner Cashin inquired about the BPJF timeline on the proposed move. Attorney Rizio responded ASAP. In response to a question asked about a statement made by Attorney Rizio concerning the present 330 Water Street location being too geographically restrictive to allow business growth, Fred Hall stated that the company had been operating at the current location since 1967 and that ridership had steadily increased over the past 40 years. In response to a question about how many slips would be constructed at the new location, Attorney Rizio stated one. In response to a question about an earlier statement about there being no room at the 330 Water Street location to build a second slip as a standby, Attorney Rizio stated that the plan would be to continue to lease the 330 Water Street location after the relocation to 535 Seaview Avenue to retain the desired redundancy. In response to a question about how City officials feel about the move, Attorney Rizio stated that Mayor Finch is publically neutral. DC Martin stepped forward to address/confirm comments made earlier about the possibility of the state buying the Coastline Terminal. He stated that the CTDOT has expressed to Coastline an interest in acquiring the property as a means of meeting goals and objective in the CTDOT Long Range Plan concerning the preservation and expansion of the state's three deep draft ports. DC Martin added that the CTDOT will work with any and all entities towards those goals as long as proposals put forward do not diminish the opportunity to develop deep draft use of the ports. Attorney Rizio asked the CTMC for a letter of support for the proposed move to be sent to CTDEP and the City of Bridgeport Planning and Zoning Committee. No action was taken.

VI Date of Next Meeting:

It was announced that the next meeting of the CTMC would be at the **Bridgeport Regional Vocational Aquaculture School 60 Stephens Road Bridgeport, CT at 0930 on Wednesday November 18, 2009.**

VII Adjournment:

A motion to adjourn was made by Commissioner Johnson, seconded by Commissioner Gunther and passed by unanimous vote. The meeting adjourned at 11:52 AM.