

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF MEETING (Mtg. #06-01)
For
January 19, 2006**

Location of Meeting: Anthony's Ocean View Restaurant
450 Lighthouse Road
New Haven, Connecticut

Attendance:

Commissioners

Present

Carl Bard (for Commissioner Korta)
Vincent Cashin
Tom Dubno
Ginne-Rae Gilmore (for Commissioner Abromaitis)
Judy Gott
G.L. "Doc" Gunther
John Johnson
Joseph P. Maco
Joseph Riccio
David Shuda
Martin Toyen
Kaye Williams
George Wisker (for Commissioner McCarthy)

Absent

Phil Smith (for Secretary Genaurio)
Jon Wronowski

Guests

William Gash	Mike Griffin	Ed O'Donnell	Carmen Molina-Rios
Mike Pimer	John Pinto	Mike Piscitelli	Dave Rossiter
Joel Severance	Joe Sjerko	Mike Stemborski	Alan Stevens
John Valengavich	Mike Vasaturo	USCG representative	CT DEP representative

I. Call to Order:

Joe Riccio called the meeting to order at 08:18. A quorum of the members was present. (at least 8 members present).

II. Review of Meeting Minutes:

- A motion was made, seconded and by a unanimous vote, the 15 Dec 2005 minutes were approved. Joe Maco asked that his comments be changed to reflect he had not mentioned New Hampshire at the last meeting. Senator Gunther requested that the word site be correctly spelled in the approved minutes.
- A motion was made, seconded and by a unanimous vote, the agenda order was changed to proceed to New Business.

III New Business:

- **Invited Guest Speaker - Danni Goulet, PE Dredging Coordinator, RI Coastal Resources Management Council**

Mr. Goulet provided a handout (attached) and a storage disc to the members, and gave an oral presentation on the topic of "Dredging in Rhode Island". Mr. Goulet also took questions from the group, and offered to speak with those interested in CT dredging about how the Rhode Island experience may benefit stakeholders in CT.

IV Old Business:

- **Due to time constraints and the speaker's coverage of dredging, these topics were deferred until the next meeting.**

**Dredging
Economic development**

V Public Comments

- **Joel Severance, CHMA, noted that there continues to be a scheduling conflict for the CT Maritime Commission and the Long Island Sound Study Committee.**

VI Date of Next Meeting:

- **Next meeting is scheduled for 0930 Thursday 16 February 2006. The meeting is scheduled to be held in Conference Room 328 CONNDOT at 2800 Berlin Turnpike Newington, CT**

VII. Adjournment:

- **A motion was made to adjourn, seconded and carried unanimously. Meeting was adjourned at 09: 24 to participate in the DECD sponsored Maritime Cluster meeting.**

(Dredging Presentation attached)

Dredging in Rhode Island

By
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- Introduction
- What was the dredging problem in RI
- What was done to solve some of the problems
- What RI did wrong
- What is RI is doing now

The Real Problem is not typically dredging, it is dredge material disposal

What was the Dredging problem in RI

- Last Dredge Project in 1970's, by late 1980's it was very serious or crisis
- Perpetual cycle of nobody willing to take responsibly for dredging
- CRMC & DEM rules prohibited dredge material disposal in locations where the other program allowed it – effectively prohibiting dredge material disposal
- There were no in-water disposal sites – litigation closed Brenton Reef and left a stigma on dredge material
- Upland sites were regulated under the Waste Management rules and are unpractical for large volumes of material
- There was no State entity that could or would advocate for dredging or be the local sponsor for Federal Projects
- LACK OF POLITICAL WILL

What was done to solve some of the problems

- It was a slow and painful process that requires HUGE amounts of EDUCATION
- The Northeast Pilots Association was a driving force to get the process to the top of the agenda and keep it there – they use these channels everyday and know – the average person can't tell the difference between a useful or useless channel
- Two Governors were asking the Corps to dredge Providence harbor but the ACOE was stymied by the State process. They said fix the problems or we won't dredge.
- There was a Governors commission on dredging that was very good, and detailed the problems and solutions (1996)
- The solutions were legislative in nature with the "Marine Infrastructure Maintenance Act of 1996" (passing w/o funding) that required phone banks for the lobby effort by RIMTA and Pilots

Marine Infrastructure

Maintenance Act of 1996

- Designated the CRMC the lead State agency for dredging
 - Coordinating the States interests with regard to dredging
 - Formulating and adopting policy with regard to dredging
 - Serving as initial and primary point of Contact for dredging (one stop hopping)
 - Preparing, adopting, implementing and maintaining a comprehensive program for dredged material management.
- Retained DEM as the responsible party for Clean Water Act reviews

What was done to solve some of the problems

- 2001 – 2004 Legislation that changed the Water Quality Rules – got dredge material out of the waste stream – adopted dredge only rules.

What Rhode Island did wrong

- Let a problem build for 30 years – so it was a crisis
- Did not recognize the institutional mind set
- Underestimated the amount of education and need for constant reeducation – Both for Public and the “Right People”
- Had way too many meetings – inclusiveness is nice but can easily slip into lack of anything useful

Observations from a different point of view

- The reason I started with my background is to tell you that I do not come from the State system – have only been paid to get things done so I was a square peg in the round system.
- There are two types of people – Solution people and problem people. Most regulators are problem people, they point out what is wrong with a project not how to fix it.
- There is typically no penalty for no or very slow decisions in the regulatory world. This leads to much hand wringing and what if questions that have no basis.
- Very little industry experience in regulatory world – never had to complete projects or get permits
- One person can make a difference – Pro or Con it can take one person to derail the process or make it a high speed train.
- There are many fiefdoms in government and there will be fights to the death to defend the status quo
- The pace of change is glacial