

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF MEETING (Mtg. #08-3)
19 March 2008**

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

Attendance:

Commissioners

Present

Chuck Beck (for Commissioner Boice)
Vincent Cashin
Sue Decina (for Commissioner McDonald)
Tom Dubno
Judy Gott
G.L. "Doc" Gunther
John Johnson
Joseph P. Maco (for TSB Chair Kelleher)
Joe Riccio
George Wisker (for Commissioner McCarthy)

Absent

David Shuda
Phil Smith (for Secretary Genuario)
Martin Toyen
John Wronowski

Guests

John Crowther Mike Griffin Karla Gunther Kasey Jacobs Jack Karalius Tony Mobillia
John Pinto Dave Rossiter Joel Severance Judi Sheiffele Bill Spicer Kurt Walton
Grant Westerson

I. Call to Order:

- The Vice Chair, Joe Riccio, opened the meeting at 9:35. A quorum of 9 was present at the start and became 10 within minutes after the start. Tom Dubno introduced Judi Sheiffele as the newly appointed Executive Director of the New Haven Port Authority.

II. Review of Meeting Minutes:

- A motion to accept the minutes of the 20 February 2008 CTMC meeting was made by Judy Gott, seconded by George Wisker and approved by unanimous vote.

III Discussion Open to Public

- None were offered

IV Old Business:

- Dredging Update – Chuck Beck provided an update on the status of the Norwalk and North Cove dredging projects. EPA has determined that some additional testing would be required to be able to place the North Cove material at the Central Long Island Sound (CLIS) disposal site vs. the Corn Field Shoal (CFS) disposal site. The testing would need to be funded by a non-federal source; i.e. local share. Since the relocation of the North Cove material is driven by the capping requirement of the Norwalk project, the additional cost would be covered by state funding being sought to fully fund the Norwalk project. The dredging update discussion morphed into a discussion on SB 302 “An Act Concerning Harbor Improvement Projects”.
- SB 302 “An Act Concerning Harbor Improvement Projects” - A summary of a meeting held on 26 February 2008 among the CTMC Vice Chair (Joe Riccio), Secretary (Judy Gott), Joe Salvatore and the OPM Undersecretary for Transportation Policy (Phil Smith) was provided by Joe Riccio and Judy Gott. The subject of the meeting was need to establish a state dredging fund for both immediate and long term needs of the state. SB 302 “An Act Concerning Harbor Improvement Projects” was discussed. Although OPM supports that

state's role in the dredging process, it was the Undersecretary's opinion that the Bill would not pass primarily because it would establish another dedicated fund. He offered a possible solution to meet the immediate funding shortfall in the funding for the Norwalk project. He suggested that if the CONNDOT Commissioner would request via a letter Urban Act funding from OPM Secretary for the Norwalk project, it would be considered. Chuck Beck reported that the letter was drafted, signed and sent on 5 March 2008. He further reported that the DOT Finance unit was assisting in getting the request before the Bond Commission meeting in April. It was also reported that the \$1M bond authorized by the 2007 session of the CT Legislature to DEP for dredging Norwalk is scheduled before an upcoming Bond Commission. Once approved, the funding could cover some of the difference between the Army Corps of Engineers' estimate for the project and the federal funding provided such as the additional testing and capping material.

There was further discussion on the appropriateness of using Urban Act funding vs. establishing a dredging fund. Bottom-line was that the appropriateness of Urban Act funding was not a CTMC matter. In light of the OPM comments about not wanting to establish a dedicated state dredging fund, Joe Maco initiated a discussion on whether or not the CTMC and others needed to change tactics relative to securing state funds for dredging project. It was pointed out that the attempt to create a dedicated fund is gaining momentum in that the draft Bill has obtained a lot more success this year than last year. SB 302 was favorably voted out of the Environment Committee and forwarded to the floor. Judy Gott reminded all of the interest shown by OPM Secretary Genuario showed in dredging needs at the CTMC meeting in December. Doc Gunther provided a tutorial on steps needed to be taken to get SB 302 successfully passed through the legislature this session.

The Vice Chair thanked all who sent testimony and or letters of support for SB 302 to the Environment Committee and encouraged a similar campaign be followed to the Finance Committee and the Transportation Committee. Doc Gunther noted the importance of efforts to persuade the Governor's Office to include harbor Improvement funding in her list of budgetary priorities. He also recommended that CTMC letters requesting legislative support be as concise as possible. He was critical of the language in the CCE letter of support.

- DMMP Update - Chuck Beck reminded all that Congress had recently appropriated \$3.525M for work on the LIS DMMP. He stated that the DOT letter to OPM about Urban Act funding had included \$1.475M to be put towards completion of the LIS DMMP. However, since the Urban Act funding if obtained would have to go to Norwalk not the DOT, the additional funding for the LIS DMMP would be dropped. George Wisker offered additional comments on the status of the LIS DMMP stating that the \$3.525 was sufficient for the ACOE to contract the creation/distribution of a survey needed to determine the dredging needs in CT. A survey distributed in conjunction with a former EIS had only received a 20% return rate. Grant Westerson stated that the previous survey was difficult to understand which could have been part of the cause for the less than desirable results. There was some additional discussion on how the survey could be improved and who might have information that would help.
- CTMC 2008 Goals and Objectives – The discussion on the 2008 Goals and Objectives centered on the Maritime Policy Statement. It was pointed out that a policy statement was an umbrella document different from establishing specific accomplishments (goals) and how to obtain the goals (objectives) within a defined timeframe. Staff was directed to distribute the past goals and objectives document prior to the next meeting in April to be revised/adopted as the 2008 goals and objectives.
- LIS LNG Task Force Update – Chuck Beck provided a quick update on the status of the work done by the LIS LNG TF created by Governor Rell. The LIS LNG TF had recently held a press conference to make public a letter being sent to the Governor of NY detailing why NY should disapprove the Broadwater project in Long Island Sound. The State of NY is expected to announce their coastal management consistency determination in April 2008 but may ask for another extension due to the recent change in Governors. Doc Gunther provided considerable background information on the Broadwater project and stated that the CTMC

should take a position. He stated he was strongly against the Broadwater project and asked what the pilots and other organizations at the CTMC meeting thought about it. There was considerable discussion including a statement made that CT through the Governor and the Attorney General had already decided to take any and all steps necessary to prevent the Broadwater project from becoming a reality. Thus, it is not necessary for the CTMC to take a stand. It was decided that the CTMC should stay mute and follow the lead of the LIS LNG TF and the Governor's office. Judy Gott recalled that the CTMC had addressed whether or not to take a stand on Broadwater at a previous meeting and decided not to due to a lack of expertise on the CTMC. Doc Gunther made a motion that the CTMC take a stand on the Broadwater project. The motion did not obtain a second.

V New Business:

- Cruise Ship Task Force – Sue Decina stated that DECD had provided a \$52K grant to the Cruise Ship Task Force (CSTF) to assist in covering ground transportation costs associated with moving passengers of the visiting cruise ship to the downtown New London area. It was stated that the CSTF's request was for \$100K. Judy Gott recommended that people visit the Bar Harbor, ME web site and review comments critical about benefits of visiting ships.
- Bridgeport Terminal Update – There was initial confusion as to the purpose of the item on the agenda since neither the Chairman nor a representative of the Coastline Terminal in Bridgeport was present. Joe Riccio stated that the Coastline property in Bridgeport (formerly known as the CILCO Terminal) has been listed for sale by a commercial realtor. Doc Gunther made comments about the parcel that had been given to the Port Authority but then allowed to become housing. He also raised the issue about whether or not allowing the rest of the terminal property to be rezoned for housing would be consistent with coastal zone management. Joe Riccio provided the facts concerning one parcel that had been taken through eminent domain as part of the formation of the Bridgeport Regional Maritime Complex but given back to the community ostensibly for retail services as part of the original deal.

The conversation took a turn from the terminal property to a question and answer session on the innovative dredge material technology project. Joe Riccio and George Wisker were able to provide an update on the innovative technology project as well as clarify several misconceptions about the scope of the project.

Joe Maco stated that the TSB had the Mayor of Bridgeport make a presentation on the transportation plans of the City. He wondered aloud if the CTMC should ask the City to make a presentation on its plans for waterside land use. There was considerable discussion on the pros and cons of such a presentation. The discussion centered on the difference between landside properties and use of the harbor for maritime purposes as well as the responsibility of the Bridgeport Port Authority vs. the City. Judy Gott stated that the CTMC should know the City's plans. Vince Cashin added that Coastline should be asked to make a presentation about its plans for the terminal property. Judy Got made a motion to have staff draft a letter to the City (amended to a letter to the City and Coastline) inviting them to make a presentation at the April meeting of the CTMC being held at the Aquaculture School in Bridgeport. Doc Gunther provided a second. The motion carried with 6 affirmative votes, 0 negative and 4 abstentions.

- Derecktor Shipyard Tour – The intent was to determine if the CTMC wanted to schedule a tour of Derecktor as part of the April meeting in Bridgeport. However, it was determined that since the meeting might be accommodating two presentations that a tour of Derecktor should be deferred until the August meeting scheduled for Bridgeport.
- Area Maritime Security Committee Update – A proposal was made to ask the US Coast Guard Sector Long Island sound representative to provide an update on the business of the Long Island Sound Area Maritime Security Committee (AMSC) at the CTMC meetings. Chuck Beck stated that he had already had a discussion with LCDR Kevin Oditt about providing

such a report and that he CG is willing to accommodate.

- Errata –Doc Gunther raised an issue related to the newly formed Housatonic River Commission as well as other harbor commissions. He suggested that the CTMC request updates from the various harbor commissions.

Doc then asked for an update on the Housatonic River dredging and the Hammonasset State Park beach nourishment project. George Wisker provided an update including information recently obtained from Jack Hopely (Oil Operations Manager) concerning the Devon Power Plant plan on the potential need to move kerosene by bulk (i.e. barge) should the power plant be allowed to establish some new peak demand gas turbine generators. The Devon Power Plant use to receive #6 heavy oil by barge for generating units 7 & 8, but those units have been mothballed. Thus Devon is no longer receiving heavy oil. The Moran tugboat company could not get past the Metro North Bridge on one occasion several years ago because there was no operator at the bridge to open the bridge. The tug & barge had to turn around in the narrow channel and abandon the delivery. Reportedly, Metro North placed unrealistic requirements on bridge openings (i.e., only on Sunday between 1am & 5 am, etc.). The current situation does not depend on barge deliveries of fuel. Devon currently has four large dual fuel turbines that run on natural gas or low sulfur Kerosene and supply peak power during times of high demand. The units tend to be run on kerosene. Each unit running at capacity burns 3,000 gals/hr of kerosene which is currently delivered by truck to maintain a 70 hr reserve in storage. However, Devon has made application to install additional 3 or 4 gas turbines which would then make delivery of kerosene by barge highly desirable to provide the large quantities needed at less expense. Devon will know in several weeks if they will be installing the additional capacity, and thereby seeking to discuss resumption of barge deliveries. With respect to the Housatonic River rail road bridge problem raised at the 20 Feb CTMC meeting (and above), Chuck Beck stated that he had checked with CONNDOT Bridge Safety folks on the issue. There are no mechanical problems that would prevent the Metro North railroad bridge that spans the Housatonic adjacent to the I-95 Bridge from operating.

- Delays on moving the dredging project along have been incurred due to the economic cost benefit analysis process. There is still a possibility that the Housatonic dredge material could be a solution to the nourishment of the beach. Jack Karalius of the ACOE provided some statistics relative to the Housatonic project (600-700K cubic feet of material to restore the authorized 18 ft channel depth). He also mentioned the cost share issue relative to moving Housatonic material to Hammonasset Beach.

VI Date of Next Meeting:

- All were reminded that the next meeting of the CTMC is scheduled at 9:30 AM **Wednesday** 16 April 2008 at the Aquaculture School in Bridgeport, CT.

VII. Adjournment:

- A motion was made by Judy Gott, seconded by Vince Cashin and approved unanimously to adjourn. The meeting ended at 11:10 AM.