



CONNECTICUT PORT AUTHORITY 2020 ANNUAL REPORT (CGS § 15-31a(o))

The Connecticut Port Authority (“CPA”) is a quasi-public agency, pursuant to Section 1-120(1) of the General Statutes of Connecticut (“CGS”), a body politic and corporate, constituting a public instrumentality and political subdivision of the State of Connecticut (“State” or “Connecticut”) that is responsible for coordinating the development of the State’s ports and harbors and maritime economy. *See generally* CGS § 15-31b(a). The creation of the CPA represents a major commitment by the State to invest in its port infrastructure to create jobs and attract private investment to the State.

Pursuant to CGS § 15-31a(o)¹, “[o]n or before January 1, 2017, and annually thereafter, the board of directors shall submit, in writing, to the Governor (1) a list of projects which, if undertaken by the state, would support the state’s maritime policies and encourage maritime commerce and industry; (2) recommendations for improvements to existing maritime policies, programs and facilities; and (3) such other recommendations as the board considers appropriate. Copies of such report shall be submitted to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a.”

¹ See *also* Public Act 15-5 § 1(o) (“On or before January 1, 2017, and annually thereafter, the board of directors shall submit, in writing, to the Governor (1) a list of projects which, if undertaken by the state, would support the state’s maritime policies and encourage maritime commerce and industry; (2) recommendations for improvements to existing maritime policies, programs and facilities; and (3) such other recommendations as the board considers appropriate. Copies of such report shall be submitted to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes”)

I. List of Projects

The following is a list of projects which, if undertaken by the state in the 2021 calendar year, would support the state's maritime policies and encourage maritime commerce and industry:

Projects for 2021:

1. Pier No. 7 Fort Trumbull State Park – New London

The Authority engaged GZA to conduct consulting engineering design solutions for repairs and modifications to the structure of Pier 7 located within the Fort Trumbull State Park. Pier 7 was constructed in 1965 by the U.S. Navy and is now owned and operated by the State of Connecticut. To advance the growth of the State's maritime economy, the ultimate objectives are to improve the efficiency of current operations, provide services to support the US Coast Guard and Navy vessels, accommodate the cruise ship industry and attract new users.

The construction may include all, some or a variation of the following elements, subject to the availability of adequate funding:

Repairs and Improvements to the existing structure for the approach pier including piles, concrete pile jackets, decking, curbing, fender systems, mooring hardware, lighting, fire protection services and updated utilities.

The final deliverables will be a completed set of construction documents suitable for public bidding, all applications and documentation necessary to obtain regulatory approvals.

2. State Pier Infrastructure Improvements – New London

It is the goal of the Connecticut Port Authority to make generational improvements to the State Pier in New London that will accommodate the needs of the offshore wind industry in the Northeast, as well as its future needs as a general cargo facility, accommodating a wide variety of cargos. The proposed State Pier infrastructure improvements are being designed to address previously identified facility shortcomings, to enhance the conditions on the site, and to enhance the State Pier facility to accommodate future shipping opportunities for the State of Connecticut.

The project includes onshore site work and in-water activities in the Thames River. The proposed work is separated into demolition/removal activities and construction installation/improvement activities. The project will be completed in two phases, generally moving from the upland areas to in-water work.

Phase-1 work will include, demolition of buildings, excavations, and grading. The site will be levelled and graded with compacted gravel to accommodate cargo uses. Included in phase-1 work are select in-water activities, including derelict structure removal.

Phase-2 work will include in-water and over-water improvements such as dredging, fill placement and marine structure construction for creation of a new central wharf area and heavy lift pad.

AECOM Technical Services has been providing support services to prepare and manage the submission of the Joint Permit Application to US Army Corps of Engineer and CT Department of Energy and Environmental Protection for the project.

In addition to the permitting for the project AECOM tasks include, contract documents and bid support services, engineering review services, engineering services utility survey and mapping, oversight of the CV Pier industrial stormwater general permit, concept study for enhanced berths for commercial fishing in New London, FEMA conditional letter of map revision, and phase 1b archeological investigations for the project.

3. Small Harbor Improvement Projects Program (SHIPP) R-2 \$5,000,000

The mission of the Connecticut Port Authority (CPA) is to coordinate the development of Connecticut's ports and harbors, while working with other state, local and private entities to maximize the economic potential of the state's maritime commerce and industries. In pursuit of this mission, the CPA has created the Small Harbor Improvement Projects Program (SHIPP) as a central part of its strategy to support economic development throughout Connecticut's waterfront communities.

Connecticut General Statutes, Section 13b-55a(c), states "Harbor improvement projects include the preparation of plans, studies and construction for the alteration and improvement of various state, municipal and other properties in or adjacent to the waters of the state, for purposes of improving the economy and infrastructure of the state."

Section 13b-56(b) provides "Any municipality may undertake a harbor improvement project, including the development, improvement, construction and installation of berthing areas, channels to berthing areas, sea walls, piers, docks, navigation aids, and bridges and other related facilities and structures, pursuant to a harbor improvement plan."

On November 29, 2017, the State Bond Commission approved funding for the first round of CPA's SHIPP program - approving 18 projects totaling over \$4 million. These projects covered a range of improvements including: marina repair, dredging, boat ramp facilities improvement, harbor management plans and feasibility studies.

On April 24, 2019 the CPA issued a Request for Applications (RFA) for Round 2 of SHIPP project funding. In April of 2020 the Board voted to endorse the Round 2 Project List and to recommend to the State Bond Commission that it authorize the funds necessary to support the qualified projects. The 10 qualified projects are distributed state-wide across 9 municipalities and total nearly \$4.2m.

List of approved Round 2 SHIPP Projects*

Chester	Dredging-Chester Creek/CT River	\$100,000.00
Clinton	Harbor Management Plan Update	\$40,000.00
Fairfield	Dredging-South Benson/Ash Creek	\$1,182,388.64
Groton-City	Access Study-Municipal Docks	\$75,000.00
Groton-City	Thames Street Docks	\$649,332.80
Norwich	Municipal Marina Docks	\$544,020.00
Middletown	Transient Dock-CT River Design	\$50,100.00
Stamford	Dredging-Westcott Cove	\$1,200,000.00
Stamford	West Beach Ramp & Docks	\$163,846.40
West Haven	Feasibility Study-Boat Ramp	\$184,000.00

*Referred to the Office of Policy and Management and State Bond Commission in April 2020.

II. Recommendations for Improvements

With respect to recommendations for improvements to existing maritime policies, programs and facilities, at this time CPA recommends increased dredging. Dredging creates less likelihood for shoreline erosion and protects against the effects of sedimentation, which is important for infrastructure projects (creating space to construct dams or bridges), enables ships to pass through waterways, and is an environmentally important practice by reducing pollutants in our waters. As such, in the 2021 calendar year, CPA recommends dredging in the following waterways:

1. New Haven Harbor Deepening
2. Bridgeport Harbor & Black Rock Harbors
3. Westport Saugatuck River
4. Branford Stony Creek
5. Greenwich Harbor
6. Southport Harbor
7. Stamford Harbor
8. Thames River
9. CT River (lower)

III. Other Recommendations

At this time, the CPA does not have any further recommendations.