



**CONNECTICUT PORT AUTHORITY  
2022 ANNUAL OPERATIONS AND PROJECTS REPORT**

Responsive to:  
C.G.S. § 15-31a(k)  
C.G.S. § 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(k)**<sup>1</sup>, “[o]n or before December fifteenth of each year, the board shall report, in accordance with the provisions of section 11-4a, to the Governor and the joint standing committees of the General Assembly having cognizance of matters relating to transportation, commerce and the environment, summarizing the authority’s activities, disclosing operating and financial statements and recommending legislation to promote the authority’s purposes.”

**Pursuant to CGS § 15-31a(o)**, as modified in 2021 by Public Act 21-179, “[o]n or before January 1, 2022, and annually thereafter, the board of directors shall submit a report, in accordance with the provisions of section 11-4a, to the Governor and the joint standing committee of the General Assembly having cognizance of matters relating to transportation. Such report shall include, but need not be limited to: (1) A description of the projects undertaken by the authority in the preceding year; (2) a list of projects which, if undertaken by the state, would support the state’s maritime policies and encourage maritime commerce and industry; (3) a description of the authority’s finances; (4) recommendations for improvements to existing maritime policies, programs and facilities; and (5) recommendations for legislation to promote the authority’s purpose. The Commissioner of Administrative Services and the Secretary of the Office of Policy and Management shall jointly review and comment on each report before such report is submitted to the Governor and the joint standing committee of the General Assembly having cognizance of matters relating to transportation.”

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<sup>1</sup> See also Public Act 15-5 § 1(k)

In an effort to reduce duplicative reporting, the Authority has prepared this *2022 Annual Operations and Projects Report* in response to the requirements of **both** CGS § 15-31a(k) and CGS § 15-31a(o) covering the following required six (6) reporting topics:

- (1) a summary of the Authority's activities;
- (2) a description of the projects undertaken by the authority in the preceding year;
- (3) a list of projects which, if undertaken by the state, would support the state's maritime policies and encourage maritime commerce and industry;
- (4) a description of the Authority's finances, including operating and financial statements;
- (5) recommendations for improvements to existing maritime policies, programs and facilities;
- and
- (6) recommendations for legislation to promote the authority's purpose.

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## I. Summary of Activities of the Connecticut Port Authority in Calendar Year 2022

### **Operations Summary**

Notable operational advancements from calendar year 2022 included: selection of grant recipients for the Authority's third round of Small Harbor Improvements Projects Program grant funding; appointment of Ulysses B. Hammond as interim executive director (to replace departing executive director John Henshaw); appointment of Veronica Calvert as interim finance director and ethics liaison; advancement of critical financial management systems for managing the Authority's operational finances and bond accounts; expansion of public relations and public education initiatives to promote the Authority's mission and key projects; establishment of the State Dredge Team, to perform a study to determine statewide dredging priorities with the US Army Corps of Engineers, which was enabled by \$3 million in funding authorized in the 2022 legislative session; initiation of the Authority's annual independent audit and biennial state audit; the Authority incorporated a range of new financial and operational policies and procedures developed in coordination with the Office of Policy and Management; and, established and administered a state pilot contested case administrative hearing, following a recommendation for action by the Connecticut Pilot Commission.

As previously reported, the Authority executed a Memorandum of Understanding (MOU) with the Office of Policy and Management (OPM) in September of 2019, which has since been amended in scope several times, as open issues have been rectified. The current amended agreement extends the engagement through December 31, 2022. OPM is working to conclude action on all open items to assure compliance with all identified reform measures. Following the conclusion of the MOU term, OPM will be issuing a final report summarizing its actions, recommendations and policy revisions to-date, as well as concluding comments.

### **Board Action Summary**

#### **January – March 2022**

In January, the Board: authorized the acceptance and adoption of proposed Q2/Q3 FY22 Annual Operating Budget Modifications; and authorized the Executive Director to enter into an interim trial balance review proposal agreement with CohnReznick; and approved a 4% cost-of-living increase to the executive director's salary.

In February, the Board authorized the Executive Director to enter into an amendment to that certain Memorandum of Understanding (MOU) between the Authority and the Office of Policy and Management (OPM) to extend the end date of the MOU to March 31, 2022.

In March, the Board: authorized the Executive Director to negotiate and enter into a Fourth Amendment to that certain Construction Manager-at-Risk Agreement with Kiewit Infrastructure Co.; accepted and adopted a Procurement Manual as developed in consultation with the State Contracting Standards Board (SCSB); authorized the Executive Director to enter into an amendment to that certain MOU between the Authority and OPM to extend the end date of the MOU to June 30, 2022; and discussed the process for identifying candidates for the executive director position, which, due to John Henshaw's resignation, would become available effective April 21<sup>st</sup>.

#### **April – June 2022**

In April, the Board: authorized the submission of the Fiscal Year 2021 Annual Financial Report, pursuant to C.G.S. § 1-123(a), to the Governor and the Auditors of Public Accounts; authorized an employment contract with Ulysses B. Hammond for the position of Interim Executive Director; authorized the Executive Director to negotiate and enter into a Fifth Amendment to that certain Construction Manager-at-Risk Agreement with Kiewit Infrastructure Co.; authorized the Executive Director to execute and enter into a Second Amendment to that certain Construction Administrator's Contract for Design Phase and Construction Phase Services Agreement with AECOM Technical Services Inc., dated July 9, 2020, as amended; authorized the Executive Director to negotiate and enter into a First Amendment to that certain Mitigation Project Escrow Agreement with Webster Bank, N.A., for the purpose of revising and updating the lists of fish habitat restoration projects in said Agreement, as requested by the State of Connecticut Department of Energy and Environmental Protection; and authorized the Executive Director to execute and deliver a Second Amendment to that certain Consulting Services Agreement by and between the Authority and GZA GeoEnvironmental, Inc.

In May, the Board: authorized the Executive Director to enter into a Third Amendment to that certain Harbor Development Agreement by and among North East Offshore LLC, Gateway New London LLC and the Connecticut Port Authority.

In June, the Board: authorized and adopted the Fiscal Year 2023 Annual Operating Budget and Plan of Operation; accepted the Connecticut Pilot Commission's recommendation to hold a contested case hearing regarding that certain grounding incident in New Haven Harbor; accepted the Connecticut Pilot Commission's recommendation to issue a Connecticut pilot license to Captain Kyle Butler; authorized the Executive Director to negotiate and enter into a Seventh Amendment to that certain Construction Manager-at-Risk Agreement with Kiewit Infrastructure Co.; authorized the Executive Director to enter into a Memorandum of Agreement by and between the Authority and the Department of Administrative Services (DAS) in connection with certain technical services that the Authority is requesting from DAS pertaining to the construction of the State Pier; and authorized the Executive Director to enter into an amendment to that certain Memorandum of Understanding (MOU) between the Authority and the Office of Policy and Management to extend the end date of the MOU to September 30, 2022.

## **July – September 2022**

In August, the Board: authorized the designation of finance director Veronica Calvert as Ethics Liaison; authorized ten projects in seven municipalities totaling \$5.9 million in a request for funding to the State Bond Commission for the Authority's third round of Small Harbor Improvements Projects Program (SHIPP); and re-elected David Kooris as chairman for a two-year term and elected Grant Westerson as vice-chair for a one-year term.

## **October – December 2022**

In October, the Board: authorized Fiscal Year 2022 budget revisions, resulting in a modified Annual Operating Budget for Fiscal Year 2022 with a net surplus of \$388,507.00; authorized the Executive Director to enter into an amendment to that certain Memorandum of Understanding (MOU) between the Authority and the Office of Policy and Management (OPM) to extend the end date to December 31, 2022; authorized the Executive Director to negotiate and enter into an eighth Amendment to that certain Construction Manager-at-Risk Agreement with Kiewit Infrastructure Co.;

In December the Board is expected to: adopt the Authority's annual Schedule of Positions and Total Staffing Levels; adopt the FY2022 Independent Audit performed by CohnReznick; complete and accept the Executive Director's six month performance evaluation; authorize the submission of the *2022 Annual Operations and Projects Report* pursuant to Connecticut General Statutes (C.G.S.) § 15-31a(k) and 15-31a(o); authorize submission of the Q1 quarterly financial report to the Office of Fiscal Analysis as required by C.G.S. § 1-123(b); approve a Final Stipulation and Settlement Agreement regarding that certain grounding incident in New Haven Harbor; approve and adopt a five-year (2023-2027) pilotage rate increase proposal and process, as recommended by the Connecticut Polit Commission; extend the Authority's memorandum of understanding with the Office of Policy and Management through June 30, 2023; adopt the 2022 Board of Directors and Committee Meeting Schedule; and hold an annual public hearing in accordance with C.G.S. § 15-31a(n), to "evaluate the adequacy of the State's maritime policies, facilities and support for maritime commerce and industry."

## **Connecticut Pilot Commission Action Summary**

Pursuant to Connecticut General Statute (CGS) 263, sec 15-13c, the Connecticut Pilot Commission (CPC) was tasked to advise the Authority on issues related to the licensure of marine pilots, the safe conduct of vessels, pilotage rates and the protection of the ports and waters of Connecticut. In accordance with Public Act (PA) 15-5 the nine Commission members, include appointees of the Governor and various legislative leaders, the CPA Executive Director, and a pilot representative, representing a broad spectrum of business, maritime, and environmental interests. The Commission currently includes members with expertise in admiralty and environmental law, shipping, stevedoring and port operations, as well as experience as Merchant Marine, Navy, and Coast Guard officers.

In accordance with PA 15-5, the Authority retains authority to regulate the licensing, conduct, and duties of Connecticut-licensed pilots as necessary to ensure public safety and protection of the environment (CGS 263 sec.15-15a. as amended). The CPC and CPA worked closely with the Board of Commissioners of Pilots of the State of New York (NY Board) to coordinate the regulation of pilotage on Long Island Sound. The CPC and CPA also maintained an active working relationship with the U.S. Coast Guard, which regulates many aspects of merchant vessel operations.

Certain U.S. flag vessels in domestic trades (enrolled vessels) and naval or government-operated vessels (public vessels) are exempt from compulsory state pilotage. Pilotage of these vessels is regulated by the Coast Guard, which issues federal pilotage endorsements. Connecticut-licensed pilots may pilot enrolled or public vessels on the authority of their federal pilotage endorsements outside the joint rotation.

### **Pilotage Rates**

Pursuant to CGS 263 sec. 15-14, as amended by PA 15-5 the CPA is obligated to set pilotage rates. The CPC is charged with advising CPA on “the establishment of fair and reasonable rates of pilotage . . . including establishment of a hearing process for the setting of fair and reasonable rates of pilotage.” (CGS 263 Sec. 15-13c as amended). In analyzing pilotage rates, the CPC seeks to balance a desire to keep Connecticut ports competitive with a rate structure that should fairly compensate pilots, justify the substantial capital investment required to acquire, maintain and operate pilot boats and provide for the costs of training and safety equipment. The NY/CT MOA entitles Connecticut and New York to separately set pilotage rates for those pilots operating under their respective authority, but recognizes that it is highly desirable for the two states to maintain identical rate structures. Thus, the CPC and the NY Board which is required to seek legislative approval of certain components of pilotage rates have sought to coordinate any change in rates. With the passing of PA 15-5, approval of rate changes now is under the authority of the CPA Board of Directors.

The current pilot tariff rate schedule is set to expire December 31, 2022. The Interport Pilot Association submitted to the CPC a new 5-year rate schedule starting January 1, 2023. The CPC has reviewed and concurs with the proposal. The CPA board approved submitting the rate increase for comment in the CT Law Journal, November and then CPA approval December 2022.

### **Pilotage Training and Safety Equipment Fund**

Part of the pilotage rate increase passed in 2013 was the creation of a pilot training and safety equipment surcharge. A fee of \$20 per pilot boat transit is now collected and held by the Joint Rotation Administrator (JRA), to be distributed to the pilots for continuing training and safety equipment expenses on a reimbursable basis.

### **Joint Rotation Operation**

Pursuant to the NY/CT MOA and implementing regulation, participation in the joint rotation is mandatory for both Connecticut-licensed pilots and New York-licensed pilots.

The Joint Rotation Administrator (JRA) dispatches pilots, collects fees, pays expenses (including pilot boat costs) and distributes revenues among the pilots. The joint rotation is administered by Sound Pilots, Inc. (d/b/a Block Island Pilots), selected by agreement between CT and the NY Board of Commissioners of Pilots. The operation of the joint rotation and the JRA is overseen by a Rotation System Executive Board (RSEB), consisting of three pilots from the Connecticut side and three pilots from the New York side of the rotation. In November 2008, the CPC was notified that the Connecticut licensed pilots working on the Connecticut side of the joint rotation had agreed in principle to work together as the Connecticut State Pilots (CSP), a registered d/b/a under Interport Pilots, Inc. The coordination among the Connecticut licensed pilots working on the Connecticut side of the joint rotation continued during calendar year 2022.

### **Apprenticeship and Training**

Former Connecticut State Agency Regulations Section 15-15a-17(i) required the Connecticut licensed marine pilots to submit for approval to the ConnDOT Commissioner and the CPC a proposed program for the training of new pilots within six months of the effective date of the regulation (09/10/2003). CGS 263 sec. 15-13c(e) as amended by PA 15-5 charges the CPC (now subject to CPA approval) to set the requirements for pilot licensure and apprenticeship programs as well as the appropriate number of pilots necessary for the “safe, efficient and proper operation of the pilotage system.” The Apprentice Selection and Training Program was approved as a regulatory change to State Agency Regulations Section 15-15a-6 through 15-15a-17 on December 21, 2010. In response to a request from the CSP and the CPC, Connecticut solicited for applicants to the CT marine pilot apprentice selection and training program in 2022. A field of candidates responded to the solicitation, and the selection process as defined in Regulation began. In June of 2022 an apprentice pilot was issued a CT Pilots License. In addition to the one apprentice licensed in 2022 there were offers extended to three candidates to become apprentice CT Pilots.

### **Investigations of a Marine Incident**

The Connecticut General Statutes (CGS 15-15c (g)) as amended by PA 15-5 assigns the CPC responsibility of conducting a review and investigation of any marine incident or casualty as well as conducting hearings to determine the causes of any such incident. As a result of the investigation, the CPC is to make recommendations on disciplinary measures to the CPA.

## II. Description of the projects undertaken by the authority in the preceding year

### New London Admiral Harold E. Shear State Pier Infrastructure Improvements Project

#### Project Overview

It is the goal of the Connecticut Port Authority to make generational improvements to transform the State Pier in New London into a state-of-the-art heavy-lift capable port facility that will accommodate a wide variety of cargoes, including wind turbine generator staging and assembly. The proposed State Pier infrastructure improvements are being designed to address previously identified facility shortcomings, and enhance the State Pier facility and site conditions to accommodate future cargo needs and capitalize on opportunities for the State of Connecticut.

- The infrastructure upgrades will re-make State Pier as a modern, heavy-lift capable terminal and meet the facility requirements of the offshore wind industry, while maintaining its freight rail link.
- The upgrades include the creation of two heavy-lift pads, each capable of handling loads of 5,000 pounds per square foot (psf). The rest of the facility's load bearing capacity has been enhanced to 3,000psf.
- Hundreds of jobs will be created during the construction phase of the project. Construction is underway and scheduled to be substantially completed by March 2023.
- Following the completion of the project, the Ørsted and Eversource joint venture company will enter into a ten-year lease agreement, which will allow it to use State Pier for wind turbine generator pre-assembly and staging, resulting in approximately 100 FTE offshore wind-related jobs created at the site.
- Three offshore wind projects totaling more than 1,700MW are already scheduled to be delivered from the completed facility:
  - South Fork Wind (132MW, State of New York);
  - Revolution Wind (304MW, State of Connecticut and 400MW, State of Rhode Island);
  - and Sunrise Wind (880MW, State of New York)
- The first U.S. built wind turbine installation vessel, Dominion's *Charybdis*, which is expected to be sea ready in late-2023, will first be deployed out of State Pier to support the construction of the Revolution Wind and Sunrise Wind projects.
- During periods where Ørsted and Eversource are not using State Pier, Gateway Terminal will market the facility to other commercial enterprises to ensure maximum utilization.

With all state and federal permits in hand, we will continue to work diligently with DAS, our partners, and contractors to complete the project.

In May of 2022, U.S. Secretary of Energy Jennifer Granholm toured the State Pier and declared this should be "an example for the country." "We want to replicate this," Granholm said after meeting with workers on site.

## Construction Update

The Authority executed a Memorandum of Agreement (MOA) with OPM and DAS, effective October 2, 2019 in connection with procurement, technical services, contract administration and construction management activities in support of the State Pier Infrastructure Improvements Project (the Project) in New London. OPM's involvement terminated on May 31, 2022 and the MOA was amended in June 2022 to reduce DAS' involvement during the remaining construction phase of the project. DAS personnel participate in the Project to the extent of providing limited technical advice and services to CPA as necessary during the remaining construction phase of the Project. DAS participation will be on an as-needed basis, subject to availability as determined by DAS management.

In April of 2021, the Authority executed a Construction Manager-at-Risk contract with Kiewit Infrastructure Co., which resulted in generating a Target Guaranteed Maximum Price (GMP) for the project of \$204m (\$193m construction cost, plus another \$11m in contingency). Combined with the project's separate non-construction costs (project design, permitting, lease of adjacent property, etc...) of \$31.5m, the total project cost was estimated at \$235.5m.

As noted by Chairman David Kooris at the Authority's March 22, 2022 special board meeting, the permitting process for the project took significantly longer than anticipated and the board openly discussed that there is cost associated with that delay and additional cost in accelerating certain aspects of construction activities to accommodate the delivery of Orsted and Eversource's South Fork Wind project.

The Authority successfully negotiated and approved the costs associated with the permitting delay and project acceleration. As of May 24, 2022, the project's Guaranteed Maximum Price (GMP) with construction manager-at-risk Kiewit totals just over \$185 million. At the Authority's meeting on 21 June, the Board executed the final notice to proceed for dredge work at a locked-in price of \$32 million. This brought the project to a GMP of approximately \$217 million.

To provide a complete picture, the \$217 million GMP should be added to the project's non-construction-related costs. The project currently has encumbered soft costs totaling \$27 million. There are also unencumbered soft costs of approximately \$6 million, which together bring the total cost to approximately \$250 million – consistent with public discussions of the project over the last couple of months.

As a result of the legislative authorization for an additional \$20 million and the Bond Commission's action on May 26, 2022, available project funds total \$255.5 million.

As of November of 2022, substantial completion of the facility is targeted for February 28, 2023, which will allow the facility to be used for Orsted and Eversource's South Fork Wind project. Final completion of the facility will be in Q3 of 2023.

## **Statewide Small Harbor Improvement Projects Program (SHIPP)**

It is the mission of the Connecticut Port Authority to grow Connecticut's economy and create jobs by strategically investing in the state's three deep water ports and small harbors to enable each to maximize its own economic potential. 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 Statute, 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."

Harbor improvement projects qualify for varying levels of cost share via SHIPP, depending on the type of activities proposed:

- Harbor Management Plans-Studies (50% Cost Share)
- Boat Ramp Facilities Feasibility Studies/Design (All Planning Studies are 100% Grant Funded - No Cost Share)
- Marina Repairs (Docks, Piles, other) (20% Cost Share) \*
- Dredging (20% Cost Share) \*

\*Not all municipalities have the funding resources to provide a 20% Cost Share. The program will accept preliminary project works (Design and Permitting) paid by the municipality as the cost share in lieu of the 20%.

### **SHIPP Round 2**

Round 2 award recipients consisted of eight projects in municipalities statewide, totaling \$2.9 million in grant funding. The Authority executed agreements with all grant recipients, except for one unresponsive municipality.

### **SHIPP Round 3**

On April 19th 2022 the Connecticut Port Authority (CPA) issued a Request for Applications (RFA) for the third round of SHIPP grant funding. Applications were accepted through July 8<sup>th</sup>.

#### **RATING CRITERIA:**

- Local and Regional Supporting Actions.
- Economic and Market Viability.
- Timeline to Implementation.
- Project Permitted.

- Financial Impact if Project Grant not Awarded.
- Type of Marine Related services Provided by Facility.
- Stage of Project, planning, design, construction or other.
- Number of current employees, and jobs created by this project.

Eleven applications were received and ten met the qualification requirements of the program (one application submitted was for infrastructure not owned by the public sector and, thus, was deemed not qualified). Eight of the applications were from entities that had received prior SHIPP funding. Ultimately, all ten qualified projects were selected to receive a total of \$5.9 million in grant funds, to be distributed across seven municipalities statewide:

<b>Norwalk</b>	Street Ends-Public Access	Planning Study	\$44,000.00
<b>Norwich</b>	Riverfront Pier-Walkway	Planning Study	\$45,000.00
<b>Stamford</b>	Boat Ramp(s) Feasibility Study	Planning Study	\$20,000.00
<b>Stamford</b>	Cummings Marina Design Municipal Marina	Planning Study	\$236,500.00
<b>Stonington</b>	Town Pier Commercial Fish	Planning Study	\$250,000.00
<b>Branford</b>	Branford Point Wharf	Construction	\$1,000,000.00
<b>Guilford</b>	Municipal Marina Dredging	Construction	\$861,500.00
<b>Norwich</b>	Municipal Marina Docks/Piers	Construction	\$289,489.80
<b>Stamford</b>	Cove Island Park Municipal Marina Dredging	Construction	\$3,095,520.00
<b>Stratford</b>	Emergency Service Dock	Construction	\$63,345.60
<b>Total =</b>			<b>\$5,905,355.40</b>

#### **Authority's Plan to Ensure a Transparent and Equitable Process for Selecting and Disbursing Grants through the Small Harbor Improvement Projects Program**

The Authority remains committed to a transparent and equitable process for selecting and disbursing grants through SHIPP. Since the inception of the SHIPP program in 2017, all qualified respondents have received funding. When a new round of SHIPP funding is announced the application requirements and selection criteria are posted publicly, along with the SHIPP Policies and Procedures<sup>2</sup>.

In 2021, per guidance from OPM, the Authority updated it's SHIPP Policies and Procedures. The SHIPP Policies and Procedures govern the selection criteria and grant

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<sup>2</sup> Electronic copy available upon request.

funds disbursement requirements for program respondents. One modification to the SHIPP Policies and Procedures was to shift to providing recipients grant funds on a reimbursable basis. Per the new requirements, grantees must submit a Certified Invoice to the Authority for completed work in order to receive funds.

In order to receive reimbursement for funds, a grantee must submit the following documents:

1. Certified Invoice with all back-up material.
2. Updated Project Schedule
3. Project Narrative Report
4. Project Budget Report(s)
  - a. Budget narrative
  - b. Progress report
  - c. Financial report
  - d. Grantee Affirmative Action Plan

In support of the Authority's efforts to ensure a transparent and equitable process for selecting and disbursing grants through SHIPP, in its *2021 (and repeated in 2022) Annual Operations and Projects Report* responsive to C.G.S. § 15-31a(k) and C.G.S. § 15-31a(o), as well as during subsequent meetings with the Transportation Committee, the Authority recommended that the committee consider legislation enabling the State Bond Commission to allocate to the Authority the full \$5 million for the Authority's SHIPP program each year and allow the Authority to fund any SHIPP project that meets the requirements of the program on a rolling basis.

### **Bridgeport Federal Navigation Project – Dredging of Black Rock Harbor & Bridgeport Harbors**

The Bridgeport harbor channel is less than 30-foot depth. The U.S. Army Corps of Engineers (USACE) is considering a maintenance dredge to 33' for Bridgeport Harbor (or to 35', but State of CT would be responsible for the cost difference associated with the deeper dredge) and to 14' (or 18' at state's responsibility) for Black Rock Harbor. USACE is currently in the process of creating a Dredged Material Management Plan (DMMP). DMMP approval is anticipated by the end of calendar year 2022. Optimistic dredging start date would be November of 2023, at the earliest. The project is anticipated to require two dredging seasons (November through January) to complete. *[Note: This also requires the construction of a Contained Aquatic Disposal (CAD) cell, which is in the early stages of permitting.]* The first dredging season would include the CAD cell(s) and the second season would include the channel dredge.

The USACE received \$550,000 in October of this year to begin the following tasks:

- Confirmation that the Black Rock Harbor Confined Aquatic Disposal Cell (CAD) location is acceptable.
- USACE is in discussions with the state to include or exclude the Yellow Mill and Pequonnock tributaries in the project scope. Inclusion affects the cost /benefit analysis for the entire project.

- The USACE will re-engage stakeholders on beneficial use and potential interest. This may be a least cost alternative for some of the material from construction of the Southeast CAD and the entrance channel. USACE will determine the feasibility of this alternative.
- Recent economic analysis indicated dredging was warranted to -33'. At the request of the Authority, USACE updated request to calculate quantities to -33 to -35' with a newer survey.
- USACE engineering and planning will need to confirm the design of the two CAD Cell locations, re-calculate volumes based on the 2020 surveys. Engineering will also update the costs based on the updated volumes and placement locations.
- The draft 2010 Dredge Material Management Plan (DMMP)/Environmental Assessment (EA) will need updated Cultural Resource information. New coordination likely for the draft DMMP/EA. No State Historical Preservation Office (SHPO) or Tribal coordination has been done for the Black Rock Harbor project.
- USACE Engineering Geology section will review the available boring information to determine whether additional borings will be needed for the CAD Cell design.

Suitability Determinations (SD) are still needed for the following areas: Black Rock Harbor CAD Cell offshore disposal; Black Rock Harbor maintenance material placement into the CAD Cell; Bridgeport Harbor CAD Cell and entrance channel offshore disposal; and Elutriate testing is likely needed for the inner Bridgeport Harbor and tributaries. A SD is needed, for any unsuitable material that will go into the CAD Cell. This work will produce results this winter of 2022-23.

Preliminary numbers for dredging, as calculated in 2016 are shown below:

Bridgeport Harbor	3,986,410 cubic yards
Black Rock Harbor	122,000 to 547,761 cubic yards (-14' to -18')
Bridgeport Harbor Cad Cell	1,900,000 cubic yard capacity
Black Rock Harbor Cad Cell	1,150,000 cubic yard capacity

No dates for construction can be provided until the above details are coordinated by USACE.

**New Haven Federal Navigation Channel Deepening – Dredging**

Public Act 20-1, Section 32(j) authorized bonds for Improvements to Deep Water Ports, Including Dredging. These funds were requested to finance New Haven Harbor Dredging and Navigational Improvements Design Component.

The Current Federal Navigation Project (FNP) is comprised of a 35-foot deep main channel and turning basin, 16-ft main anchorage, 16-ft Quinnipiac channel, 15-ft Mill River, 12-ft West River channel, 10-ft USCG channel, 8-ft anchorage, and 3 separate 6-ft anchorages.

The main channel and turning basin was last maintained in 2014-15 having dredged 900,000 cubic yards of sand and silt, and placed at the Central Long Island Sound Disposal Site (CLDS)

The Deepening Feasibility Alternatives evaluated channel depths from -32 feet to -42 feet. The optimum improvement depth was determined to be -40 feet. This equates to a total of 4,269,000 cubic yards of rock, sand and silt/clay removal.

**The major Design Components are:**

- Analysis of the rock to be removed at the entrance channel to the harbor;
- Ship simulation refinement based on specific vessel analysis with CT Pilots participation;
- Tidal marsh beneficial use placement at Sandy spit; and
- Plans and specifications for dredging and marsh placement, hydrographic survey, cultural resources investigation, value engineering, contract documents for solicitation.

**Design Cost Estimate:**

Each category of the design has a cost share component with the US Army Corps of engineers – Federal, and the Non-Federal Sponsor – CT Port Authority (see below).

The Federal funding responsibility is provided by the *BIL-Infrastructure Investment and Jobs Act* for the Design Development.

Item	Description	Fed/ Non-Fed Breakout	Apportionment	
			Federal	Non-Federal
<i>IMPROVEMENT</i>				
1	Geotechnical Borings	75% / 25%	\$ 817,500	\$ 272,500
2	Ship Simulation Refinement	75% / 25%	\$ 360,000	\$ 120,000
3	Beneficial Use Design	65% / 35%	\$ 577,500	\$ 192,500
4	Plans & Specs and Solicitation Package	75% / 25%	\$ 645,750	\$ 215,250
5	Program/Project Management	75% / 25%	\$ 150,000	\$ 50,000
		<i>Subtotal</i>	\$ 2,550,750	\$ 850,250
	Contingency (15%)		\$ 382,613	\$ 127,538
			<b>USACE</b>	<b>CTPA</b>
	Rounded Organization Total		\$ 2,940,000	\$ 980,000
	<b>DESIGN TOTAL</b>		<b>\$ 3,920,000</b>	

**Design Agreement Schedule:**

The design is officially scheduled to begin on November 15, 2022 January 2023. Elements of the design have begun with prior available funding by the US Army Corps of Engineers.

Design Agreement Schedule		
Activity	Start	End
Compile Design Agreement Package	May 25, 2022	August 25, 2022
Provide CT Port Authority with Draft MOA template	July 13, 2022	Sept 15, 2022
Design Agreement Package Review (North Atlantic Division)	August 30, 2022	October 11, 2022
Division Approval to execute MOA	--	October 12, 2022
CT Port Authority Review and signature of MOA	October 13, 2022	November 7, 2022
New England District Commander signature of MOA		November 8, 2022
Transfer of Funds from CT Port Authority to NAE	November 9, 2022	November 15, 2022

**New Haven Harbor Improvement Schedule:**

Design – Solicitation Package

- November 2022 to August 2024
- Partnership Agreement (PPA) Construction Funds March 2024

Solicitation Award

- September 2014 to February 2025

Construction

- October 2025 to February 2027 (2-dredging seasons)

**New London Pier No. 7 Fort Trumbull State Park**

The Authority continues its engagement with GZA Geo Environmental, Inc., to conduct consulting engineering design solutions for repairs and modifications to the structure of Pier 7 located within the Fort Trumbull State Park in New London. This agreement was recently extended through 2022.

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, and possible attraction and accommodation of other users, like the cruise ship industry.

The existing Pier 7 is in poor condition, including broken light fixtures, cracked concrete supportive beams, deteriorated concrete jackets, missing timber fender piles, damaged bollards, and cleats, and corroded electrical hatch/cabinet doors. The current state of the pier limits its use by U.S. Navy vessels, causing these vessels to berth elsewhere during storm events.

The goal of the project is to rehabilitate Pier 7 to improve its existing infrastructure. The proposed improvements will enable continued calls by U.S. Navy and U.S. Coast Guard vessels, including the accommodation of the U.S. Navy’s Amphibious Transport Dock Class Vessel (LPD) for safe-haven during a storm event.

Recent filings for a CTDEEP Certificate of Permission (COP) application were submitted October 13, 2022, for the proposed work for the existing pier. Permitting of the two new dolphins will be

covered by a separate Structures, Dredging, and Fill (SDF) permit application. The COP application and associated materials were sent to the USACE for the proposed work.

On November 4, 2022, the USACE based on the information provided is authorized under General Permit #2 of the enclosed December 15, 2021 Federal permit known as the Connecticut General Permits (GPs).

### **Southeastern Region Eastern Long Island Sound Dredged Material Disposal Site**

On Friday, Sept. 2, 2022, the U.S. Court of Appeals for the Second Circuit issued its decision upholding the U.S. Environmental Protection Agency Region 1 December 2016 designation of the Eastern Long Island Sound Dredged Material Disposal Site off the coast of New London.

The Authority was proud to lead the coordination of an amicus brief, which was initially filed in district court May 2019. The Authority covered the legal costs associated with developing the brief and filing at both the district and circuit court.

Connecticut amici curiae included: the Authority, Connecticut Marine Trades

Association, Connecticut Maritime Coalition, Cross Sound Ferry, Electric Boat Corporation, New Haven Port Authority, Southeastern Connecticut Council of Governments, Lower Connecticut River Valley Council of Governments, South Central Regional Council of Governments, Metropolitan Council of Governments, and Western Connecticut Council of Governments

Following the September 2nd decision, the Authority joined Congressman Courtney and Attorney General William Tong to celebrate the victory and to discuss its overarching impact on the greater issues surrounding dredging related activity within the state and the work still ahead to protect eastern Connecticut's maritime economy.

III. List of projects which, if undertaken by the state, would support the state's maritime policies and encourage maritime commerce and industry

**Establishment of a Connecticut Dredging Team**

In 2022, a technical workgroup was established to assist participants in exchanging information and to streamline interaction with federal agencies. The workgroup is housed within the Department of Energy and Environmental Protection (CTDEEP) and is co-chaired by the Department of Transportation (CTDOT).

In addition to the Connecticut Port Authority, the dredging team membership is comprised of representatives from: U.S. Environmental Protection Agency, Region 1; U.S. Army Corps of Engineers, North Atlantic Division; and the Connecticut Marine Trades Association. Other stakeholders include: Connecticut Harbor Management Association; deep draft harbor port authorities (New Haven, New London, Bridgeport); consultants (dredging community); legislative contacts (state and federal); environmental groups; and local harbor management commissions. Stakeholders are invited on an as-needed basis.

Dredging Team Purpose/Goals:

1. Provide a forum for State and Federal agencies to strategize and resolve issues related to the management of dredged material from the coastal waters of CT and Long Island Sound (LIS).
2. Reduce the reliance on open water disposal of dredged materials in LIS; promote beneficial use; seek lower cost alternatives to off-site disposal facilities for marginally contaminated sediments.
3. Enhance early planning and evaluation of information on dredged material placement alternatives submitted for projects to review under the LIS site designation rule.
4. Consider and plan for the reduction/mitigation of source of contamination in dredged sediment and contaminant source reduction from existing point source and nonpoint source water pollution.
5. Identify necessary ways to address obstacles; address regulatory issues including testing requirement standards.
6. Address management issues for open water disposal.
7. Address the requirement to resume production of an annual LIS Dredge Material Management Plan progress report to track dredge material beneficially reused vs. disposed of at open water sites.

**Other Recommended Projects**

Bridgeport	Federal Navigation Project – Dredging of Black Rock Harbor & Bridgeport Harbors (as described in Section II)
New Haven	Federal Navigation Channel Deepening – Dredging (as described in Section II)
New London	State Pier Infrastructure Improvements Project (as described in Section II)

New London	Fort Trumbull State Park, Pier 7 – Infrastructure Improvements (as described in Section II)
Statewide	Small Harbor Improvement Project Program (SHIPP) Rounds 2 and 3 (as described in Section II)
Statewide	Property Acquisition(s) and Upgrades to Deepwater Ports
Statewide	Port Studies

**Federal Navigation Projects 5-Year Plan**

Milford Harbor	08/28/2023
Southport Harbor	01/08/2024
Branford Harbor	07/13/2026
Westcott Cove, Stamford	08/28/2026
Stony Creek, Branford	05/28/2027

IV. Description of the Authority's finances, including operating and financial statements

See "CONNECTICUT PORT AUTHORITY - AUDITED FINANCIAL STATEMENTS - FY2022"

V. Recommendations for improvements to existing maritime policies, programs and facilities

With respect to recommendations for improvements to existing maritime policies, programs and facilities, at this time the Authority 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 safely, and is an environmentally important practice by reducing pollutants in our waters.

As such, in the 2023 calendar year, CPA recommends progressing the following federal dredging projects in the following waterways:

- |                            |              |
|----------------------------|--------------|
| 1. New Haven Harbor        | January 2025 |
| 2. Milford Harbor          | August 2023  |
| 3. Southport Harbor        | January 2024 |
| 4. Westcott Cove, Stamford | August 2026  |
| 5. Branford Stoney Creek   | May 2027     |
| 6. Branford Harbor         | July 2026    |

VI. Recommendations for legislation to promote the authority's purpose

The Authority proposes the following recommendation for legislation and looks forward to meeting with the Office of Policy and Management and the Transportation Committee and other relevant committees to discuss further:

**REPEATED RECOMMENDATION** The Authority continues to strongly recommend legislative revisions requested by the Connecticut Pilot Commission to CGS Chapter 263, Section 15-13. This same recommendation was made in 2020, 2021 and 2022.

In 2022, the Authority's recommendation was proposed by the Transportation Committee as House Bill Number 5259 and received a favorable report from the committee; however, H.B. No. 5259 did not advance during its time on the House Calendar.

The Authority plans to resubmit a recommendation for the 2023 Session permitting Connecticut-licensed Pilots to utilize experience obtained while piloting under the authority of a federal pilotage endorsement to qualify for an extension-of-route. Current law requires pilots to serve as an observing pilot under the supervision of a Connecticut-licensed pilot to obtain an extension-of-route, even though this experience is not required for initial licensure.

See "*Appendix B - CPC Recommendation for Legislative Revisions 12072021*" for the Connecticut Pilot Commission's recommendation.



DEPARTMENT OF ADMINISTRATIVE SERVICES

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December 8, 2022

Representative Roland Lemar  
Chairperson  
Transportation Committee  
Room 2300  
Legislative Office Building  
Hartford, CT 06106

Senator Will Haskell  
Chairperson  
Transportation Committee  
Room 2300  
Legislative Office Building  
Hartford, CT 06106

Dear Senator Haskell and Representative Lemar:

Pursuant to Connecticut General Statutes Sections 15-31a(k) and 15-31a(o), my office has reviewed the 2022 Annual Operations and Project Report of the Connecticut Port Authority ("Authority"); further pursuant to Public Act 21-179, my office has reviewed the quarterly report regarding the status of pending and current contracts and activities related to the construction project at the State Pier in New London. As noted in the report, my office continues to be available to provide construction support and guidance to the Authority for its consideration pursuant to a memorandum of agreement.

Should you have any questions on this matter, please don't hesitate to reach out to my office.

Sincerely,

DocuSigned by:

Noel Petra

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Noel Petra

Deputy Commissioner



STATE OF CONNECTICUT  
OFFICE OF POLICY AND MANAGEMENT



Jeffrey R. Beckham  
Secretary

December 28, 2022

Representative Roland Lemar  
Chairman  
Transportation Committee  
Room 2300  
Legislative Office Building  
Hartford, CT 06106

Senator Will Haskell  
Chairman  
Transportation Committee  
Room 2300  
Legislative Office Building  
Hartford, CT 06106

Dear Representative Lemar and Senator Haskell:

Pursuant to section 1 of Public Act 21-179, I offer the following information concerning the January 1, 2023 report of the Connecticut Port Authority regarding the status of pending and current contracts, small harbor projects and the construction project at the State Pier in New London. The New London State Pier construction project is currently under the oversight of the Department of Administrative Services.

My office has reviewed the report with the staff of the authority. As noted in the report, my office continues to work with the authority pursuant to a memorandum of understanding. As previously noted, my office has directly supported the authority through oversight of its financial position; identifying opportunities to achieve highest standards of transparency, governance, accountability, and fiscal best practices; reviewing, drafting and modifying policies and procedures; and addressing accounting system deficiencies and ensuring consistent financial reporting.

Our work will continue until the authority is able to account for and manage its financial transactions consistent with best practices. OPM Executive Finance Officer Kim Kennison is supporting the authority with these issues, given her years of experience in finance.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink that reads "Jeffrey R. Beckham".

Jeffrey R. Beckham  
Secretary