



REGULAR MEETING OF THE
CONNECTICUT PORT AUTHORITY
BOARD OF DIRECTORS

**Tuesday, February 21, 2023
12:00 p.m.**

Location:

In response to concerns regarding the spread of coronavirus disease (COVID-19), and in the interest of the safety and well-being of participants, this meeting was held remotely by conference call.

**Please Note: In addition to the minutes below, an audio recording of this meeting can be found on the Authority's website at <https://ctportauthority.com/governance/>*

Board Attendance

Chair David Kooris; Doug Dalena; Brian Thompson; Paul Hinsch; Felix Reyes; John Carter; Tom Gill; John Johnson; Tom Patton; Dave Pohorylo; Grant Westerson; Parker Wise

Absent: Alexandra Daum; Charles Roman; Mayor Justin Elicker; Judi Sheiffele

CPA Staff/Other: Ulysses Hammond; Andrew Lavigne; Veronica Calvert; Joseph Salvatore; Marlin Peterson (AECOM); Peter Lewandowski (Office of State Ethics)

Minutes

1. Call to Order

Chair Kooris called the meeting to order at 12:03pm. He welcomed several new members to the Board, including the Treasurer's designee Doug Dalena and CAPT. John Carter, US Navy (Ret.), who was recently appointed by House Speaker Ritter. Chair Kooris noted that a few additional new Board members are anticipated in the near future.

2. Approval of minutes of December 20, 2022 Regular Meeting

Motion to approve made by John Johnson, seconded by Grant Westerson. So VOTED, with abstentions from Doug Dalena, John Carter and Dave Pohorylo.

3. Public Comment

(Begins at 00:04:40 of the audio recording)

4. Office of State Ethics Training

(Begins at 00:10:35 of the audio recording)

Ethics Liason Veronica Calvert welcomed Office of State Ethics Executive Director Peter Lewandowski to provide an overview of state and quasi-public agency ethics to the board and staff.

Veronica Calvert noted that the Board and staff will receive annual ethics compliance certification materials via email for response by April.

5. Executive Director's Update

(Begins at 00:37:45 of the audio recording)

Ulysses Hammond provided an update on: Financial Management; State Auditor biennial audit; independent audit; annual public hearing recap; submission of reports; procurement update; Attorney General's issuance of a formal opinion to the State Contracting Standards Board confirming the Authority's previously stated position regarding its statutory authority to enter into public-private partnerships; recent oversight hearing before the General Assembly's Transportation Committee; International Longshoremen's Association endorsement of the State Pier project; State Pier project's receipt of Climate Change Business Journal (CCBJ) 2022 Business Achievement Award for Offshore Wind Infrastructure; New Haven Harbor Navigation Improvement Project; Statewide Dredging Study with assistance from U.S. Army Corps of Engineers; and Connecticut Pilot Commission.

6. Committee Updates

(Begins at 00:51:40 of the audio recording)

(a) 2023 Committee Appointments and Assignments

Chair Kooris noted that an updated committee membership list has been circulated, which incorporates the ex-officio members, but Felix Reyes, Tom Gill and John Carter have not yet been added to a committee. He asked members to review their assignments and to let him know they are assigned where they want to be.

(b) Finance Committee

Chair Kooris noted that Veronica Calvery has done a fantastic job with the Authority's financials. In response to some of the public comments, he added that the Authority ran a surplus over the last several years, which will be used to cover the current deficit during the lag between revenue generation from the facility. Revenue associated with activity at State Pier will be in spring.

7. State Pier Infrastructure Improvements Project Update

(Begins at 00:55:35 of the audio recording)

Ulysses Hammond provided an update on the project. At New London State Pier, high levels of activity and construction achievements are taking place in all five (5) of the key construction areas [NE Bulkhead and Heavy Lift Platform, Upland area, Dredging, Central Wharf and South Wall, and State Pier Toe Wall and adjacent Heavy Lift Platform (known as the Installation Berth)]. We are either on schedule or on target of meeting project goals and milestones. For instance, construction of the Northeast Bulkhead heavy-lift platform (or delivery berth), that will be used to launch the South Fork Wind Project was completed in October and deck furniture, such as fenders, bollards and ladders are being installed as we meet today, and will be completed ahead of the substantial completion date, which is one week from today – Feb. 28.

This summer at the Northeast Bulkhead heavy-lift platform (NEB), sea-going barges with tugs fore and aft will be shipping 12 turbines for South Fork. In preparation, the NEB will be receiving offshore wind components this spring by accommodating vessels with lengths up to 185m and 34-foot drafts.

In the Upland area, anyone visiting the site today will see an enormous transformation that is taking place as dense graded aggregate (DGA), which is the final surface, is being proof-rolled and compacted in a north to south orientation in preparation for the laydown and staging of offshore wind nacelles, towers, and other components. The local supplier of the DGA has been supplying material consistently to the site, increasing production levels from 2,000 tons/day to over 4,000 tons per day. The CPA's independent testing company has been taking samples for gradation and density testing with results meeting the project specifications. The contractor has indicated recently there is a potential to ramp-up productivity to 6,000 tons/day in the coming weeks, which is key to meeting our next milestone in April, the turnover date for joint venture Orsted/Eversource offshore wind operations, which too is on target.

Dredging of the turning basin and delivery berth will complete this dredge season. Upwards of 172,000 cubic yards has been dredged to-date. We received a permit extension until the end of February to address about 1500 cubic yards of material located at the Annex, which is between the Delivery and Installation Berths. For clarity, dredging of the final 14,000 cubic yards (or 9% of the total), which is adjacent to the State Pier Installation Berth has been rescheduled for November. The dredge depths are -36' at the NEB turning basin, and -38' at the installation berth.

Moving to the Central Wharf and South Wall- final impact driving of the pipe and sheet pile along the South Wall continues from an east to west (or from State Pier to CVRR). In a similar east to west fashion, erecting the outer formwork for the concrete cap, setting rebar cages and pouring the concrete cap along the southern most combi-wall continues. As noted in my previous Board report, dense soil layers below elevation -40', existing granite wall infrastructure, possible obstructions and insufficient tension capacity within the subsurface soils have impacted the Contractor's productivity. The Contractor has mobilized additional augers and drills to address the impacts. Furthermore, redesign of the South Wall's anchor wall is continuing to address the unique subsurface soil characteristics that are understood to have resulted in insufficient tension capacity as well as the contractor's ability to maintain pile tolerances. Our Construction Administrator will describe this in greater detail in a moment.

With respect to the State Pier Toe Wall, driving of the 145 foundation piles was nearly completed in January, except for 12-piles of the 145 that have not reached design tip elevation. The contractor has scheduled the final driving of these piles for summer after the last concrete deck is poured for the State Pier heavy lift platform.

Supply chain issues are primarily affecting us in the electrical component area and will have an impact on final completion of the Project this fall. Some electrical devices are scheduled for delivery and installation during the months of September and October. However, it should be noted that these equipment deliveries will not impact the electrical equipment commissioning timeframe nor commencement of the operator's South Fork Wind Project, both of which are planned for this spring.

Currently we are aggressively transitioning from construction to terminal operations. Trailers will be leaving next month. A new entrance is being installed this month and temporary New London office and construction laydown space is being negotiated. High Mast Lighting (HML) is underway. 7 of 10 HML foundations have been installed and are ready to accept installation of the light poles. The remaining 3 are in production right now and should be completed within the next couple of weeks. I have asked Joe Salvatore to lead and coordinate an Operations Work Group. His team consists of CPA, Operator-Gateway Terminal, North East Offshore members, Construction Administrator, Engineer-of-Record-Moffat & Nichol, Construction Manager-Kiewit, US Coast Guard, and CT Pilots. They are tackling such issues as:

- Security Fencing and Gates (permanent & temporary);
- Demobilization of the Office Trailers;
- Reviewing Site Plans and schedules for the remaining construction activities;
- Reviewing the Terminal Operator's site laydown plan specific to South Fork;

- Status updates on required FAA and Stormwater permits;
- Eversource energization of the site and critical electric component installations;
- Pilot Training.

As I stated in my previous report to the board, we are engaged in a series of complex negotiations regarding the development of a fair final path forward to project completion this fall. Negotiations regarding an Amended Harbor Development Agreement (HDA) and final GMP are progressing and is expected to necessitate a special meeting of the Board.

Every hand is on deck and the entire project team is committed to making the State Pier in New London the 1st operational United States based heavy-lift marine terminal that will accommodate offshore wind nacelles, towers, blades and other maritime cargoes. Our terminal will also be the first offshore wind terminal that the first United States built wind turbine installation vessel, the Charybdis, will deploy to in 2024 for the Revolution Wind Project. By the way, we are transforming a terminal while the first US Installation vessel is being built by Dominion in Texas and having to adjust some specifications simultaneously. Connecticut is at the forefront of a new and exciting jobs producing sustainable energy industry.

(Begins at 01:04:50 of the audio recording)

Construction Administrator Marlin Peterson (AECOM) provided a construction update. significant construction activity continues at each of the major work fronts with a special focus on the Northeast Bulkhead Heavy Lift Platform and adjacent upland areas. Following the Contractor's substantial completion next week, the Construction Manager, Engineer and Construction Administrator will commence close-out activities for this portion of the site with subsequent turn-over to the Authority for follow-on operations.

As noted by the Executive Director, activities across the upland areas continue. This effort includes the necessary re-design of the annex area to address the existing soil's limited tension capacity. The placement of additional 30" diameter pipe piles and anchor wall, the adjacent combi-wall cap and the tie-rods that connect the two within the annex are all underway with the works scheduled to complete next Saturday, February 25. Completion of the annex tie-back wall is a precursor to dredging the adjacent 1500 cubic yards.

A revision from previous meetings is that dredging of the inshore portion of the installation berth has been rescheduled to Nov 2023. This final 14,000 cubic yards is immediately adjacent to the State Pier. Per the Engineer of Record's guidance, removal of this material was unable to be completed during this dredge window because several of the king pile (#12) and associated sheet pile located along the toe wall have not been driven to their design depth. The concern is potential rotation of the pile & deck structure, which could reduce the heavy lift capacity. Currently, the remaining piles appear to be sitting on a dense layer or obstructions that are higher than anticipated and/or are sitting on boulders that are located some 20 to 40-feet below the mudline. While the Contractor continues to auger and remove dense soil and boulders, the contractor has scheduled final driving of the last piles for summer'23 after the last concrete deck is poured for the State Pier heavy lift platform. Once these piles are driven to sufficient depth to achieve design tip elevation – dredging is allowed to follow.

Moving to the South Wall, insufficient tension capacity has been identified through testing. Similar to the NEB Annex area, redesign of the South Wall's anchor wall is continuing to address the unique subsurface soil characteristics as well as the contractor's ability to maintain pile driving tolerances. Additional 36" pipe pile will replace the driven h-piles and together with the anchor wall and tie-rods will provide the required strength to retain (or hold in-place) the new South Wall combi-wall and central wharf fill. In the upcoming spring, the construction sequence will be pile installation, anchor wall placement, installation of tie-rods, placement of final fill material in the wedge and lastly, compaction of DGA. Those activities are scheduled to complete this summer 2023.

Lastly, driving of the 185 State Pier Platform piles is nearly complete with only 4 piles (or 2%) yet to reach final tip elevation. These piles are scheduled to complete in the next 2 weeks. Concurrent with the completion of pile driving, the following activities at the State Pier heavy lift platform are in progress: (i) welding of shear rings within the pipe piles, (ii) setting of rebar cages and pouring of concrete plugs within the pipe pile, (iii) placement of rip rap along the underwater slope of the heavy lift platform and (iv) erecting formwork, installing rebar and pouring concrete beams and slabs. Approximately 15% of the concrete beams have been placed with the 1st of 5 concrete slabs scheduled for placement in April 2023.

As of mid-February 2023, the value of work completed is approximately \$180M. Consistent with the activities detailed in this month's progress update, the completion of State Pier construction is scheduled for fall 2023.

(Begins at 01:10:40 of the audio recording)

Chair Kooris reminded the Board and public that www.StatePierNewLondon.com has additional information and photographs, including project dashboards which are posted monthly. He noted that "State Pier" as a term associated with construction activities on site is used to describe a particular component of the facility. The Northeast Bulkhead (or "delivery berth") was completed months ago – and finishing touches are being added now. The bulk of the facility – the Northeast Bulkhead, the upland area, the railroad parcel, the warehouse – will be finished in April. When we talk about Orsted/Eversource taking over the facility in April, that's on those completed areas. The areas we are having trouble, that we keep describing month after month, are the South Wall and the State Pier relieving platform and the toe wall below it. Those are the limited areas that will be delivered later this year.

Dave Pohorylo asked for details on the additional cost associated with outstanding work. Ulysses Hammond noted that is what is under negotiation right now. The risks and costs are being assessed right now. Those negotiations are progressing well. Ulysses Hammond added that it is premature during negotiations with all the parties to start talking about numbers that have not been finalized with all the parties.

Doug Dalena thanked Chair Kooris for his summary and asked how the distinctions between the timelines of facility completion effect revenues from the facility. Chair Kooris responded that the payments will begin with the April turnover of the facility to Orsted/Eversource.

John Johnson asked Marlin Peterson to confirm whether the current project work value includes the cost of dredging. Marlin confirmed that it does include dredging activity to-date.

Parker Wise asked whether there is sufficient space for disposal of the additional dredge material. Marlin Peterson confirmed there is remaining capacity at the identified facility.

8. Consideration and approval of a resolution authorizing the Executive Director to negotiate and enter into a Planning Assistance to States Agreement with the U.S. Army Corps of Engineers for a Dredged Material Placement Planning Study

(Begins at 01:21:23 of the audio recording)

Joseph Salvatore noted that the Authority requested planning assistance from the U.S. Army Corps of Engineers to build upon the recommendations made in the 2015 Dredged Material Management Plan for Long Island Sound. The Corps will be responsible for leading the team. The final report should be completed by December 2024. The proposed study portion is valued at \$1.5 million. 50% is the state's responsibility.

RESOLVED, that the Executive Director is authorized, empowered and directed, for and on behalf of the Authority, to negotiate, execute and deliver a Planning Assistance to States

Agreement with the U.S. Army Corps of Engineers for a Dredged Material Placement Planning Study, as substantially described in the form attached hereto as the Exhibit to Agenda Item #8, and to take such reasonable and necessary actions as are reasonably required in furtherance thereof.

Motion by Tom Gill, seconded by John Johnson. So VOTED.

9. Old Business

(Begins at 01:26:00 of the audio recording)

(a) Transitioning to Hybrid Meeting Format

Chair Kooris stated that we have been talking about this for a few months. We anticipate the April meeting taking place in New Haven. We hope to rotate the meetings around, beginning in our deepwater port cities. We are open to feedback on locations going forward.

(b) Regarding prior Item 6b: David Pohorylo and Ulysses Hammond to clarify details regarding internal general corporate legal expenses. Dave Pohorylo also asked for clarification regarding legal services to support the recent pilot-related administrative hearing. Chair Kooris noted that the finance committee update is a great opportunity for members to ask those types of questions.

10. New Business

(Begins at 00:00:00 of the audio recording)

Chair Kooris noted that at the morning meeting of the Finance Committee,

Motion made by Grant Westerson to take up the committee's recommendation relating to quarterly reports for submission to the Office of Fiscal Analysis as New Business. Seconded by Tom Patton. So VOTED.

Motion made by John Johnson to accept the Finance Committee's recommendation to accept and approve the revised Q1 and Q2 quarterly reports for submission to the Office of Fiscal Analysis. Seconded by Grant Westerson. So VOTED.

11. Adjournment

Motion to adjourn made by John Johnson, seconded by Parker Wise. Meeting adjourned at 1:40pm.