



**CONNECTICUT PORT AUTHORITY  
2023 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 *2023 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.

**Table of Contents**

**I. Summary of Activities of the Connecticut Port Authority in Calendar Year 2023 .....4**

**II. Description of the projects undertaken by the Authority in the preceding year .....9**

**III. List of projects which, if undertaken by the State, would support the State's maritime policies and encourage maritime commerce and industry .....17**

**IV. Description of the Authority's finances, including operating and financial statements .....18**

**V. Recommendations for improvements to existing maritime policies, programs and facilities....18**

**VI. Recommendations for legislation to promote the Authority's purpose.....18**

## **I. Summary of Activities of the Connecticut Port Authority in Calendar Year 2023**

### **Operations Summary**

Notable operational advancements from calendar year 2023 included:

State Attorney General's issuance of a formal opinion to the State Contracting Standards Board confirming the Connecticut Port Authority's previously stated position regarding its statutory authority to enter into public-private partnerships; received State Bond Commission approval and funding for ten projects in seven municipalities and executed grant recipient contracts for the Authority's third round of Small Harbor Improvements Projects Program; the hiring of a full-time Finance Director, Fayola Haynes, who will also serve as the Authority's Ethics Liaison; the hiring of a full-time Office Manager, Jill Dowling-Moreno; modification to the Schedule of Positions to include a position of Maritime Business Development Manager, of which the hiring process is underway; 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; executed a Planning Assistance to States Agreement with the U.S. Army Corps of Engineers for a Dredged Material Placement Planning Study in collaboration with the State Dredge Team, which is engaged in the study and determination of statewide dredging priorities, enabled by \$3 million in funding authorized in the 2022 legislative session; commenced State Pier terminal operations with Gateway Terminal of New London in April; completion of the 2020-2021 biennial state audit; procurement of an independent auditor and completion of the independent audit for the fiscal year ended June 30, 2023; completed the administration and Stipulated Settlement Agreement regarding a state pilot contested case, following a recommendation for action by the Connecticut Pilot Commission; and commenced, out of the Port of New London, assembly and delivery of South Fork Wind turbines for the first commercial utility scale windfarm in federal waters in America.

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, 2023. An eighth amendment has been recommended to the Board for approval to extend the end date of the MOU to June 30, 2024. Following the conclusion of the MOU term, OPM will issue a final report summarizing its actions, recommendations, and policy revisions to-date, as well as concluding comments.

## **Board Action Summary**

### **January – March 2023**

In January, a Design Phase Agreement was executed with the US Army Corps of Engineers for the New Haven Harbor Navigation Improvement Project.

In February, the Board welcomed new members including Doug Dalena (Treasurer's designee) and Captain John Carter, US Navy (Ret.), appointed by House Speaker Ritter. The Board authorized the Executive Director 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. The Board accepted the Finance Committee's recommendation to accept and approve the revised Q1 and Q2 quarterly reports for submission to the Office of Fiscal Analysis.

### **April – June 2023**

In April, the Board welcomed new Board member Paul Whitescarver. The Board authorized the submission of the Fiscal Year 2022 Annual Financial Report, pursuant to C.G.S. § 1-123(a), to the Governor and the Auditors of Public Accounts; approved the adoption of an annual Schedule of Positions and Total Staffing Levels for the fiscal year ending June 30, 2024, which included the new position of Office Manager.

In May, the Board authorized the Executive Director to execute and deliver the Fourth Amendment to the Harbor Development Agreement by and among Gateway New London LLC and Northeast Offshore LLC; authorized the Executive Director to execute and deliver a Ninth Amendment to the Construction Manager-at-Risk Agreement with Kiewit Infrastructure Co..

In June, the Board approved the Sole Source Emergency Procurement of a temporary Assistant after the elevation to a state department of the Business Development and Special Projects Manager; approved the first option (3 year) extension of the CPA's Office Lease; authorized and adopted the Fiscal Year 2024 Annual Operating Budget and Plan of Operation; authorized the submission of the Q3 Quarterly Financial Report to the Office of Fiscal Analysis; and authorized the Executive Director to execute and deliver an Amendment to the Memorandum of Understanding (MOU) between the Authority and the Office of Policy and Management, as amended, to further extend the end date of the MOU to December 31, 2023.

### **July – September 2023**

In July, the Board announced the retirement of Board member Parker Wise. The Board approved the Sole Source Emergency Procurement of a temporary Finance Manager after the retirement of the Temporary Finance Director; authorized the Executive Director to negotiate and enter into Tenth Amendment to that certain Construction Manager-at-Risk Agreement with Kiewit Infrastructure Co.; authorized the Executive Director to execute and enter into a Third 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;

In September, the Board authorized the submission of the Q4 Quarterly Financial Report to the Office of Fiscal Analysis; authorized the Executive Director to negotiate and enter into an

agreement for independent Audit services with CohnReznick LLC for the fiscal year ended June 30, 2023; approved the adoption of a modified annual Schedule of Positions and Total Staffing Levels for the fiscal year ending June 30, 2024, which includes a Maritime Business Development Manager position.

### **October – December 2023**

In October, the Board authorized the acceptance and adoption of the Proposed FY 2024 Annual Operating Budget Modifications; authorized submission of the Q1 quarterly financial report to the Office of Fiscal Analysis; authorized the CPA to release funds to New Haven Port Authority for the purchase by the New Haven Port Authority of certain New Haven properties from the Connecticut Department of Transportation; approved the adoption of an Electronics Use Policy recommended by the Connecticut Pilot Commission governing the use of mobile telephones, texting and email while engaged in piloting, which has been submitted for a 30 day public notice; and authorized the designation of Finance Director Fayola Haynes as Ethics Liaison.

In December, the Board is expected to: adopt the FY2023 Independent Audit performed by CohnReznick for the financial year ended June 30, 2023; authorize the submission of the *2023 Annual Operations and Projects Report* pursuant to Connecticut General Statutes (C.G.S.) § 15-31a(k) and 15-31a(o); extend the Authority's memorandum of understanding with the Office of Policy and Management through June 30, 2024; adopt the 2024 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.

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 work 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 maintain 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.

A 5-year CPA Board approved pilot tariff rate schedule became effective January 1, 2023.

### **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 2023.

## **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 have been created during the construction phase of the project. Construction is underway and scheduled to be substantially completed by Q1 of 2024.
- The Ørsted and Eversource joint venture company has entered 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 early 2025, 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.

U.S. Secretary of Energy Jennifer Granholm toured the State Pier Project 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. DAS participation is currently on an as-needed basis, subject to availability as determined by DAS management.

In April 2021, the Authority executed a Construction Manager-at-Risk contract (CMR) with Kiewit Infrastructure Co., which resulted in generating a Target Guaranteed Maximum Price (GMP) of \$204 million (i.e., \$193m construction cost, plus another \$11m in contingency) for construction of the Project. Combined with the project's separate non-construction or 'soft costs', which totaled \$31.5 million and included items such as design, permitting, lease of adjacent property, construction administration and 3rd party testing, the total project cost was estimated at \$235.5 million.

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 was cost associated with the permit delay and additional cost in accelerating certain aspects of critical path construction activities associated with the State Pier's heavy lift platform to accommodate the handling of offshore wind components necessary for delivery of Orsted and Eversource's first offshore wind project, known as South Fork Wind.

The Authority successfully negotiated and approved the costs associated with the permitting delay and project acceleration. As of May 24, 2022, based on the trade contractor buy-out / procurement activities, the project's awarded GMP for construction totaled just over \$185 million. As a result of legislative authorization for an additional \$20 million and the Bond Commission's action on May 26, 2022, the available funds for the State Pier Infrastructure Improvements Project was increased to a total of \$255.5 million.

At the Authority's meeting on June 21, 2022, the Authority's Board executed the final trade contractor notice to proceed for dredge related work. The dredging and material disposal subcontract cost was \$32 million. Collectively, with all trade packages awarded, the construction related GMP was approximately \$217 million and together with the soft cost forecast of \$33 million, generated a total project cost of approximately \$250 million. This total project cost was consistent with public discussions of the project.

Several site-specific issues were necessary to overcome to deliver the Project in compliance with the approved design criteria. For example, additional demolition of the State Pier's existing subsurface structural concrete deck was necessary to accommodate the width and transport corridor associated with the installation berth's heavy lift platform. Additional micro piles and anchor wall piles were necessary to overcome poor

subsurface soil characteristics at the Northeast Bulkhead Annex and South Wall and modifications to the electrical equipment were required to accommodate changes to the shore to ship power connections. The most significant site issue that has impacted the Project is deep obstructions, such as rocks and boulders that range from 2-feet to upwards of 10-feet in circumference and are located 20 to 50-feet or more below the surface. The presence of these obstructions prohibited the successful driving of the pipe and sheet pile to their required design depth. For structural stability of the wharf and to achieve certification that the cargo platforms can handle the significant loads generated when transferring cargo from the shore to the ship, the obstructions had to be removed and the piles driven to design depth. Removal of the deep obstructions took longer and cost more than anticipated.

As of the Authority's meeting on July 18, 2023, the Authority's Board had (i) approved amendments to the Harbor Development Agreement that enabled its private-sector partners to provide \$23.75 million (half) of additional construction funding and (ii) obtained legislation that facilitated the State of Connecticut to provide \$30 million of additional funding. These additional funding sources, plus other minor adjustments, increased the available funds for the project to \$311 million. At the same July 18, 2023 meeting, the Board approved construction GMP Amendments No. 09 and 10 to the CMR Contract to address the above detailed site-specific construction issues, thereby raising the cost of construction from \$217 million to \$272.85 million. Concurrent with these actions, the Authority's Board established a CPA controlled contingency of \$6 million, which among other expenses, was intended to address three (3) remaining construction allowances. Together with the same soft cost forecast of \$33 million, generated a total cost forecast at completion of the works of approximately \$311 million.

As of November 30, 2023, two of the obstruction related issues have been completed and the third is targeted for completion by late December 2023. Overall, the Project is 96% complete. Substantial completion of the State Pier portion of the terminal is targeted for January 2024, which will allow the facility to be used for Orsted and Eversource's second offshore wind project, which is the 704 MW Revolution Wind Project that will provide clean wind generated power for Connecticut and Rhode Island. Due to punch list work that requires warmer temperatures for successful application, final acceptance of the facility will be in Q2 of 2024.

## **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. Payments for the SHIPP 2 projects have amounted to \$1.4 million to date.

### **SHIPP Round 3**

On April 19, 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.

In April 2023, the Bond Commission approved the following Small Harbor Improvement Projects:

<b>Project</b>	<b>Location</b>	<b>Amount</b>
Branford	Point Wharf	\$1,000,000
Stonington	Town Dock North Pier	\$250,000
Stratford	Emergency Service Dock Project	\$63,346
Norwich	Brown Memorial Park Dock Replacement	\$289,490
Stamford	Cove Island Park Marina Channel Dredging	\$3,095,520
Stamford	Cummings Marina Final Design & Permitting	\$236,500
Stamford	Harbor Boat Launch Feasibility Study	\$20,000
Norwich	Heritage Riverfront Walkway Overlook Enhancement Project	\$45,000
Norwalk	Harbor Access Study	\$44,000
<b>TOTAL</b>		<b>\$5,043,856</b>

The CPA has distributed the Grant Agreements to awarded municipalities for execution. To date, eight (8) of nine (9) awards have been fully executed. The grants are administered on a reimbursement basis when the projects are completed and accepted. The new Maritime Business Development Manager will assist the Executive Director in the expansion of assistance to municipalities and small harbor improvements.

**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 its SHIPP Policies and Procedures. The SHIPP Policies and Procedures govern the selection criteria and grant 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 to receive funds.

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

#### **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 Q1 2024. Optimistic dredging start date would be November of 2024, 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 has received \$550,000 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 Pequannock 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

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

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.

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. On January 3, 2023, the Connecticut Port Authority signed a Design Agreement in the amount of \$3.92M with the US Army Corps of Engineers' New England District (USACE) for the Improvement of the New Haven Harbor Federal Navigation Project. The Project includes the deepening of the main shipping channel and turning basin from 35-ft deep to the congressionally authorized 40-ft deep below mean lower low water (MLLW). The design is expected to take approximately two (2) years to complete and will incorporate state-of-the-art ship simulations, subsurface exploration and geotechnical borings, and development of several beneficial use of dredged material areas within the harbor. Approximately 4.3 million cubic yards of sediment and rock will be removed over a three (3) year period

starting as soon as the fall 2025 when time-of-year restrictions allow. The project will improve safety for the maritime community and allow larger vessels to call on the terminals within New Haven.

Since the execution of the Design Agreement, the Corps has worked with several members of the Connecticut Pilots Association to incorporate real world experience into the final layout of the channel and turning basin. Four members of the Pilots Association joined USACE Coastal Hydraulics Lab research and engineering staff over a two (2) week period in Vicksburg, MS to simulate vessels calling on the terminals of New Haven. The USACE design team is currently in the process of awarding a subsurface survey and geotechnical borings contract with Coastal Partners (CDM Smith & Gahagan & Bryant Associates, Inc JV) to understand the properties and final quantities of sediments and rock within the project footprint. Additionally, the USACE design team is working with stakeholders from the port, City of West Haven, Audubon Society, Save the Sound, and Federal / State Resource agencies to determine beneficial use of the dredged material removed from the harbor. To date, the project has expended \$507,577 of the project design funding of which \$23,643 is funding provided by the CPA.

#### **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 June 30, 2024.

Pier 7 was constructed in 1965 by the 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.

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.

The goal of the project is to rehabilitate Pier 7 to improve its existing infrastructure. The proposed improvements will enable continued use as a "port of call" 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) during community and public events.

Recent filings for a Certificate of Permission (COP) application were submitted on October 13, 2022, to the Connecticut Department Energy and Environmental Protection (CTDEEP) and the US Army Corps of Engineers (USACE). This permit was approved by CTDEEP on December 15, 2022, and by USACE on November 4, 2022. Permitting has been submitted for two new dolphins as a separate Structures, Dredging, and Fill (SDF) permit application to CTDEEP and USACE. Approval is pending.



**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 Connecticut Port Authority.

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

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

See “CONNECTICUT PORT AUTHORITY - AUDITED FINANCIAL STATEMENTS - FY2023”

**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 2024 calendar year, CPA recommends progressing the following federal dredging projects in the following waterways:

- |                            |      |
|----------------------------|------|
| 1. Southport Harbor        | 2024 |
| 2. New Haven Harbor        | 2025 |
| 3. Westcott Cove, Stamford | 2026 |
| 4. Branford Harbor         | 2026 |
| 5. Branford Stoney Creek   | 2027 |

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

The Connecticut Port Authority does not have recommendations for legislation currently.