



**CONNECTICUT PORT AUTHORITY
2024 ANNUAL OPERATIONS AND PROJECTS REPORT**

Responsive to:
C.G.S. § 15-31a(k)
C.G.S. § 15-31a(o)

Connecticut Port Authority (“Authority”) 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)¹, “[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.”²

¹ See also Public Act 15-5 § 1(k)

² The MOA between the Authority and DAS terminated effective February 20, 2024 upon the completion of their role in the State Pier Infrastructure Improvement Project. The MOU between the Authority and OPM ended June 30, 2024 upon the acknowledgement that the Authority’s financial and operating staff no longer required regular support.

In an effort to reduce duplicative reporting, the Authority has prepared this *2024 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 2024

Operations Summary

Notable operational advancements from calendar year 2024 included:

- Completion of South Fork Wind – Marshaling and assembly of offshore wind components was completed at New London State Pier in February 2024, when the last of 12 turbines was loaded and departed from State Pier. South Fork Wind is the first completed utility scale wind farm in the United States.
- Commencement of Revolution Wind- Marshaling and assembly of offshore wind components is underway at State Pier. The 65 turbine 704MW Revolution Wind Project will provide clean, sustainable, wind powered energy to power 350,000 homes for the state of Connecticut (304MW) and the state of Rhode Island (400MW).
- New London State Pier – In 2024, substantial completion was achieved and 100% of the terminal was turned over to the terminal operator. The Authority continues to work with the Construction Administrator and Construction Manager-at-Risk to ensure the balance of punch list items are completed.
- Completion of SHIPP Projects – In 2024, the Authority attended ceremonies for the completion of two municipal projects that were recipients of previous rounds of Small Harbor Improvement Projects Program (SHIPP) grants. This included the ribbon cutting at Howard T. Brown Memorial Park Dock Replacement in Norwich, CT for wheelchair accessible ramp and docks, and dedication ceremony for the West Beach Boat Ramp at Cummings Park in Stamford, CT providing enhanced public boating access.
- SHIPP Round 4 - Selection of grant recipients for the Authority's fourth round of Small Harbor Improvements Projects Program grant funding. The selected project list will be submitted to the State Bond Commission for approval.
- EPA Clean Ports Program – The Authority was selected to receive an anticipated \$5.3M grant through the EPA's Clean Ports Program: Zero-Emission Technology Deployment Competition. The grant will pay for the purchase of equipment which would allow vessels to connect to shore power and reduce carbon emissions while berthed at New London State Pier.
- Independent Audit – The independent audit that covered the fiscal year ended June 30, 2024 was approved by the Board in November and was the Authority's third consecutive "clean audit" from the independent audit agency CohnReznick. The auditors identified no areas of weakness and made no recommendations in their report.
- Policies and Procedures – Advancement of critical financial management systems for managing the Authority's operational finances continue and have been supported by the Board approval of updates to the Accounting Policy and Procedure Manual, Credit Card Use Policy and Automated Clearing House (ACH) Policy.

Board Action Summary

January – March 2024

In February, the Board accepted the Finance Committee’s recommendation to approve the Q2 quarterly financial report for submission to the Office of Fiscal Analysis; authorized the submission of the Fiscal Year 2023 Annual Financial Report, pursuant to C.G.S. § 1-123(a), to the Governor and the Auditors of Public Accounts; authorized the Executive Director to negotiate, execute and deliver a construction agreement with Cisco, LLC to transition from a temporary to a permanent water main connection for the State Pier’s fire protection system; authorized the Executive Director to initiate SHIPP Round 4; authorized 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; and authorized the Executive Director to terminate the Memorandum of Agreement by and between the Authority and the Department of Administrative Services (DAS) in connection with certain technical services from DAS pertaining to the construction of the State Pier.

In March, the Board authorized the acceptance and adoption of the Proposed FY 2024 Annual Operating Budget Modifications; and authorized the Interim Executive Director to negotiate and enter into an Eleventh Amendment to that certain Construction Manager-at-Risk Agreement with Kiewit Infrastructure Co.

April – June 2024

In May, the Board accepted the Finance Committee’s recommendation to approve the Q3 quarterly financial report for submission to the Office of Fiscal Analysis; authorized the adoption of revisions to the Authority’s Accounting Policy and Procedure Manual; and approved a resolution to submit a grant application under the EPA Clean Ports Zero-Emission Technology Deployment Competition for the New London State Pier.

In June, the Board authorized and adopted the Fiscal Year 2025 Annual Operating Budget and Plan of Operation; and approved a 5% cost of living adjustment (COLA) for the Interim Executive Director retroactive to April 2023, the Interim Director’s one-year anniversary date.

July – September 2024

In August, the Board accepted the Finance Committee’s recommendation to approve the Q4 quarterly financial report for submission to the Office of Fiscal Analysis; authorized the Executive Director to negotiate and execute a Strategic Master Plan Grant Agreement with the New Haven Port Authority; authorized the Executive Director to negotiate and enter into a Twelfth Amendment to that certain Construction Manager-at-Risk Agreement with Kiewit Infrastructure Co.; authorized the Executive Director to execute and enter into a Fourth 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 Amendment No. 1 to a certain Concession Agreement by and between Connecticut Port Authority and Gateway New London LLC for operation and maintenance of the New London State Pier; authorized the Connecticut Port Authority to negotiate and enter into amendments, as applicable, to (1) the Escrow Agreement dated February 11, 2020, by and among the Connecticut Port Authority, North East Offshore, LLC and Webster Bank, N.A. (the “Escrow Agreement”); and (2) the Harbor Development Agreement dated February 11, 2020, as amended, by and among the Connecticut Port Authority, North East Offshore, LLC and Gateway New London LLC (the “HDA”), transferring \$3,741,943.26 from the NECR

Lease Fund sub-account (as defined in the Escrow Agreement) to the Authority DWW Funds account (as defined in the Escrow Agreement), to be replenished in installments over a five-year period; authorized the Executive Director to execute and deliver a Memorandum of Understanding (the “MOU”), by and between the Authority and Gateway New London, whereby the Authority agrees to reimburse Gateway New London fifty percent (50%) of the associated training for the State Pier ILA workforce up to \$150,000.00 (the Reimbursement Cap); authorized the Executive Director to execute and deliver a Third Amendment to that certain Consulting Services Agreement by and between the Authority and GZA GeoEnvironmental, Inc. to extend the term of the Amended Agreement from June 30, 2024, to March 31, 2025 for professional services related to engineering design solutions for repairs and modifications of Pier 7 located within Fort Trumbull State Park; and authorized the Executive Director to negotiate and enter into an Amendment and Extension of the Planning Assistance to States Agreement with the U.S. Army Corps of Engineers for a Dredged Material Placement Planning Study for the development of a Comprehensive Plan for Dredged Material Placement, including detailed investigations of priority dredged material placement sites, emphasizing consideration of potential placement in confined aquatic disposal (CAD) cells and beneficial-use sites for natural habitat enhancement.

At the August meeting of the Authority’s Board of Directors, prior to his retirement from the Authority, Interim Executive Director Ulysses Hammond was recognized for his years of dedicated public service. David Kooris announced that he was stepping down as Board Chair of the Authority but remaining on the Board as a member and Co-Chair of the Finance Committee. The Board of Directors elected Paul Whitescarver, CAPT, USN (Ret) and Executive Director of Southeastern CT Enterprise Region (seCTer) to serve as Chairman, and Grant Westerson, Capt. G. W. Westerson, A.M.S., to serve as Vice-Chair of the Connecticut Port Authority Board of Directors.

In September, the Board authorized revisions to the By-Laws of Connecticut Port Authority (“Authority”), including revising (i) the name “The Connecticut Port Authority” to “Connecticut Port Authority”, (ii) signatory authority of officers, (iii) compliance with Title 46a of the Connecticut General Statutes, as amended from time to time (the “CGS”) and such other matters as set forth in the revised By-Laws of the Authority.

October – December 2024

In October, the Board authorized submission of the FY 2025 Q1 quarterly financial report to the Office of Fiscal Analysis; authorized the adoption of the Authority’s Credit Card Use Policy; authorized the adoption of the Automated Clearing House (ACH) Policy; endorsed the Small Harbor Improvement Projects Program (SHIPP) Round 4 Project List, and authorized the Authority Board Chair or Executive Director to recommend to the State Bond Commission the SHIPP projects included on the SHIPP Round 4 Project List.

In November, the Board accepted and approved the independent audit for the fiscal year ended June 30, 2024 performed by the Authority’s independent auditor CohnReznick, who issued an unmodified or “clean opinion” with no findings noted and no management letter comments.

In December, the Board held its 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”.

At the December meeting of the Authority’s Board of Directors, it is expected that the Board will authorize the submission of the 2024 Annual Operations and Projects Report pursuant to Connecticut

General Statutes (C.G.S.) § 15-31a(k) and 15-31a(o); adopt the 2025 Board of Directors and Committee Meeting Schedule; authorize the Chairman of the Board of Directors to execute and enter into a Fifth 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; authorize the Chairman of the Board of Directors to bind the insurance policies as procured and identified by the Authority's insurance broker, Risk Strategies/Gowrie Group; and enter into Executive Session to discuss the hiring, performance and employment status of employees.

Connecticut Pilot Commission Summary

Pursuant to Connecticut General Statute (CGS) 263, sec 15-13c, the Connecticut Pilot Commission ("Commission") as 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 Authority's 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 Commission and the Authority 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 Commission and the Authority also maintain an active working relationship with the U.S. Coast Guard ("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 Authority is obligated to set pilotage rates. The Commission is charged with advising the Authority 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 Commission 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 Commission 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 Connecticut Port Authority Board of Directors.

A 5-year pilot tariff rate schedule approved by the Authority's Board became effective January 1, 2023 and remains in effect.

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 \$25 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 Commission 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 2024.

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 Connecticut Department of Transportation ("DOT") Commissioner and the Commission a proposed program for the training of new pilots within six months of the effective date of the regulation (September 10, 2003). CGS 263 sec. 15-13c(e) as amended by PA 15-5 charges the Commission (now subject to Authority 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 Connecticut Apprentice Marine Pilot Training and Certification Program was approved as a regulatory change to State Agency Regulations Section 15-15a-6 through 15-15a-17 on December 21, 2010. The Commission anticipates that the previously selected Apprentice Pilot from the 2022 solicitation will complete training in the 1st quarter of calendar year 2025 and become a Connecticut-licensed Pilot.

In response to a request from the CSP and the Commission in March 2024, Connecticut solicited for applicants to the Connecticut Apprentice Marine Pilot Training and Certification Program in September 2024. A field of candidates responded to the solicitation, and the selection process as defined in Regulation began. It is anticipated that one Apprentice Pilot will be selected during the 1st quarter of calendar year 2025.

Investigations of a Marine Incident

The Connecticut General Statutes (CGS 15-15c (g)) as amended by PA 15-5 assigns the Commission 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 Commission is to make recommendations on disciplinary measures to the Authority. During calendar year 2024 there were no maritime incidents or casualties requiring review or investigation by the Commission.

Commission Action Summary

January – March 2024

In January, the Commission recommended that the Authority grant an Extension-of-Route for the waters of Western Long Island Sound for Captain Donald Toby.

In February, the Authority adopted the Electronics Use Policy as recommended by the Commission, and as published in the Connecticut Law Journal Volume 85 No. 24 on December 12, 2023, as a policy of the Authority governing the use of mobile telephones, texting and email while engaged in piloting.

In March, the Commission voted to advise the Authority regarding its intent to begin the solicitation process to select a new Apprentice Pilot.

April – June 2024

In April, the Commission approved the letter of recommendation for appointment of apprentice pilots for submission to the Authority for their consideration and approval.

July – September 2024

In July, a working group consisting of Commissioners, Connecticut-licensed pilot and the Authority convened to begin review of apprentice pilot qualifications.

In September, the solicitation for the Connecticut Apprentice Marine Pilot Training and Certification Program was announced.

October – December 2024

In November, applications for the Connecticut Apprentice Marine Pilot Training and Certification Program were due November 1, 2024. Applicant exams commenced in late November.

In December, an update was provided at the Commission meeting that two apprentice pilot applicants had completed their exams, and that the remaining applicant exam was in the process of being scheduled. At the December meeting, the Commission approved the 2025 Public Meeting Schedule.

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

The New London State Pier (NLSP) has reached substantial completion as of June 2024 and is 100% operational in support of Offshore Wind Projects through its tenant Orsted. NLSP continues to be the epicenter for staging and assembly of components in support of Revolution Wind. The generational improvements that transformed State Pier into the premier marshaling facility in the country included the following highlights:

- The infrastructure upgrades have re-made State Pier into a modern, heavy-lift capable terminal that meets 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 were created during the construction phase of the project.
- The Ørsted 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. During periods in which Orsted is not utilizing the facility for its own offshore wind development projects, they have the right to sub-lease thus allowing continued revenue stream for the State of Connecticut.
- Three offshore wind projects totaling more than 1,700MW are already scheduled and/or completed from the completed facility:
 - South Fork Wind (132MW, State of New York)- Complete
 - Revolution Wind (304MW, State of Connecticut and 400MW, State of Rhode Island)- In Progress
 - and Sunrise Wind (880MW, State of New York)- anticipated to Commence approximately 2026

Construction Update

Substantial completion was achieved in June 2024 at New London State Pier. During this period, 100% of the terminal was turned over to the operator in time for the activities for handling and storage of offshore wind components in support of the 704 MW Revolution Wind Farm project. As of December 2024, NLSP is operating at full capacity in support of Revolution Wind.

From a work-in-place perspective, 99% of the value of the infrastructure improvements have achieved completion, a comprehensive punch list was established, and the Trade Contractors have been actively addressing the outstanding punch list items. By the end of 2024, we anticipate only a handful of remaining items, which include:

1. An adjustment of the State Pier Toe Wall fenders to address the final surveyed alignment of the toe wall pipe piles. – Parts and Hardware on site and work will be completed as operations allow.
2. Confirmatory testing of two (2) bollards. and
3. Remediation of a limited area within the southern non-heavy-lift transportation corridor immediately north of South Wall to validate designed load capacity.

**EPA Clean Ports Program: Zero-Emission Technology Deployment Competition
New London State Pier Shore Power Project**

Now that construction of the New London State Pier (“NLSP”) is substantially complete, we are focusing on improvements, such as emission reducing ship-to-shore power capabilities. An EPA grant in partnership with Orsted and Gateway was submitted in May 2024 in order to purchase a Mobile Cable Positioning Device (CPD). This device would allow vessels to connect to Shore Power while berthed at NLSP allowing diesel generators aboard to be secured which reduces carbon emissions. In October 2024 the Authority was excited to announce the award selection for an EPA Clean Ports Program grant of \$5.3 million in order to make NLSP a shore power capable port for vessels. The workplan for this project is currently being finalized, with anticipated project schedule to begin active construction in 4Q26/1Q27, and is expected to be complete with shore power installation fully operational by 1Q/2Q 27.

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%.

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.

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 Procedures³.

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 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

³ Electronic copy available upon request.

Since its inception, the three (3) tranches of the SHIPP grant have resulted in excess of \$12 million dollars, which has been awarded to 33 projects spanning 16 municipalities in the state of Connecticut. Needless to say, there are boundless benefits to be gained from the economic development of our state’s harbors.

A summary of previous SHIPP grants is shown below along with a detailed listing of projects proposed under SHIPP Round 4.

SHIPP	Authorization Date	Number of Municipalities	Number of Projects	Amount Funded	Amount Expended
Round 1	11/29/2017	16	16	\$4,011,650	\$3,095,050
Round 2	4/16/2021	6	8	\$2,956,200	\$1,463,834
Round 3	4/06/2023	6	9	\$5,043,856	\$260,576

SHIPP Round 4

The Authority announced its Request for Applications of SHIPP Round 4 on March 1, 2024 with an application deadline of July 31st, 2024. CPA received a total of 17 applications from 14 municipalities totaling \$12.6 million in requested funds. On October 15th, 2024 the CPA Board of Directors approved 16 applications totaling \$10.3 million in requested funds be submitted to the Bond Commission for approval.

The following project list will be submitted to the Bond Commission for approval at an upcoming meeting.

<i>Municipality</i>	<i>SHIPP Category</i>	<i>SHIPP Application Request</i>	<i>SHIPP Committee Approved Amount</i>
Branford	Marina-Docks, Piles	\$800,000.00	\$800,000.00
Clinton	Boat Ramps	\$143,000.00	\$143,000.00
Essex	Dredging	\$440,000.00	\$440,000.00
East Hartford	Boat Ramps	\$1,551,577.00	\$1,551,577.00
Hartford	Marina-Docks, Piles	\$636,204.35	\$636,204.35
Middletown	Marina-Docks, Piles	\$1,472,736.00	\$1,472,736.00
Norwalk	Marina-Docks, Piles	\$3,528,000.00	\$3,528,000.00
Norwich	Breakwaters, Piers	\$192,000.00	\$192,000.00
Norwich	Boat Ramps	\$480,000.00	\$480,000.00
Old Lyme	Marina-Docks, Piles	\$280,000.00	\$228,500.00
Old Lyme	Dredging	\$1,342,630.20	\$33,000.00
Stonington	Marina-Docks, Piles	\$250,000.00	\$250,000.00
Westbrook	Breakwaters, Piers	\$200,000.00	\$200,000.00
Westbrook	Breakwaters, Piers	\$75,000.00	\$75,000.00
West Haven	Boat Ramps	\$152,900.00	\$152,900.00
Westport	Marina-Docks, Piles	\$170,000.00	\$170,000.00

Public Act No. 24-48 was passed on May 28, 2024. This legislation allows the Authority to fund private maritime infrastructure projects in small harbors. Section 1 (b) references an account may be used for funding these essential projects. The Authority recommends the Appropriations Committee fund this account so it can be administered separately from municipal SHIPP projects.

Statewide Planning Assistance to States Study – Dredging

The Connecticut Dredged Material Management Study is being conducted by the US Army Corps of Engineers (“USACE”) under the authority provided in Section 22, Water Resources Development Act of 1974, as amended and commonly known as the Planning Assistance to States (PAS) program under the “comprehensive plan” category. The study will conduct analyses of dredge material needs and placement sites in Connecticut in support of overall statewide coastal dredged material management planning. The Authority is the non-federal sponsor and cost shares the study on a 50:50 basis with the federal government. A Study Agreement between the Authority and the USACE was executed on March 16, 2023, with an agreed upon initial study cost of \$1.5 million. The study will update a comprehensive list of non-federal dredging needs along the Connecticut coastline over the next 25 years, characterize the materials needed to be dredged, and identify methods and locations to place the dredged material. The placement methods will consider the suitability of the materials for approved uses and will include beneficial uses. On August 20, 2024, the CPA Board of Directors voted to approve an amendment to the agreement with USACE. This amendment increased the states investment in this project to \$3.25 million. This will allow the USACE to conduct further investigation and detailed analysis of alternate dredged material placement sites regionally throughout the state. The sites will benefit stakeholders by reducing distance contractors travel to dispose of dredged material. In October 2024 the USACE, CT DEEP and CPA conducted three public information sessions in order to inform stakeholders of the process and receive feedback. Over one hundred members of the public registered for these informative webinars. The USACE anticipates site investigations to begin in Spring 2025 with potential conceptual design in 2026 and the final report completed in December 2026.

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). As a part of the DMMP, Army Corp has identified 15 potential beneficial use sites for dredged materials to study. USACE anticipates the DMMP draft to be complete by end of 2024 and final plan completed Spring 2025. Once DMMP is finalized, USACE will move project to design phase. The CPA is working with the Bridgeport Port Authority and Harbormaster as it relates to the vessels As of November 2024, USACE is analyzing vessel traffic patterns as it relates to draft to determine if there is an economic need to dredge to the deeper depth.

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 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. The CPA facilitated meetings and communication between CT State Pilots and the USACE contractors conducting borings to ensure vessels can safely navigate New Haven Harbor during the geotechnical phase of project.

The schedule for geophysical data gathering and analysis and borings is as follows:

- Coastal Partners Engineering Consultants completed mobilization in April;
- Geophysical & Multibeam surveys were completed in May;
- Geophysical Data processing completed in June;
- Geotechnical Borings completed September 2024
- Lab Analysis of Rock data is underway
- Draft Report by end of 2024; and
- Final Report by early 2025

Due to the 10 to 11 months for real estate acquisition for the tidal marsh, construction has been pushed from October 2025 to October 2026. Maintenance dredging is still planned to begin in October 2025.

New London Pier No. 7 Fort Trumbull State Park

The Authority continued its engagement with GZA Geo Environmental, Inc., throughout 2024 to conduct consulting engineering design solutions for repairs and modifications to the structure of Pier 7 located within Fort Trumbull State Park in New London.

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 as an attraction and accommodation of other users, such as Tall Ships for OpSail in New London.

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 condition 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.

The Authority began hosting monthly meetings in January 2024 with stakeholders of the Fort Trumbull Pier 7 Rehabilitation Project in order to complete the design phase.

In October 2024, CPA received a draft version of the 100% design plans from GZA. The final version is anticipated in December 2024 as GZA finalizes electrical requirements supplied the US navy for shore power at Pier 7.

A small working group will be formed with representatives from New London, CPA and CT DEEP to discuss potential path forward for construction phase.

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 Connecticut Department of Energy and Environmental Protection (CT-DEEP) and is co-chaired by the Authority. The Authority continues to be an active member and resource for the CT Dredge team.

In addition to the 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	Fort Trumbull State Park, Pier 7 – Infrastructure Improvements (as described in Section II)

Statewide	Small Harbor Improvement Project Program (SHIPP) Round 4 (as described in Section II)
Statewide	Property Acquisition(s) and Upgrades to Deepwater Ports
Statewide	Port Studies and/or Master Plans
Statewide	Implement SHIPP Grant Program for Private Entities Pursuant to PA 24-48

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

See *“CONNECTICUT PORT AUTHORITY - AUDITED FINANCIAL STATEMENTS - FY2024”*

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, the Authority recommends progressing the following federal dredging projects in the following waterways:

- | | | |
|----|------------------|-------------|
| 1. | Southport Harbor | 2024 |
| 2. | New Haven Harbor | 2025 - 2026 |

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

Connecticut Port Authority does not have recommendations for legislation currently.

- Public Act No. 24-48 was passed on May 28, 2024. This legislation allows the Authority to fund private maritime infrastructure projects in small harbors. Section 1 (b) references an account may be used for funding these essential projects. The Authority recommends the Appropriations Committee fund this account so it can be administered separately from municipal SHIPP projects.

Approved by the Connecticut Port Authority Board of Directors on December 17, 2024