



## **QUARTERLY REPORT TO THE TRANSPORTATION & APPROPRIATIONS COMMITTEES**

**Pursuant to PA 24-81**

**July 1, 2025 Submission**

Connecticut Port Authority ("the 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). It is the mission of the 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.

Pursuant to Public Act No. 24-81:

"Sec. 89. Section 15-31k of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*): On or before October 1, 2021, and quarterly thereafter, the executive director of the Connecticut Port Authority shall submit a report regarding the status of pending and current contracts, small harbor projects and the construction project at the State Pier in the town of New London to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a."

"Sec. 51. (NEW) (*Effective from passage*) Not later than January 1, 2025, and quarterly thereafter, the Connecticut Port Authority shall submit a report, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committees of the General Assembly having cognizance of matters relating to transportation and appropriations and the budgets of state agencies that shall include the following: (1) A description of the authority's work to support grants under the Small Harbor Improvement Projects Program; (2) a description of the authority's dredging activities and the needs concerning dredging in harbors in the state; (3) a description of the authority's marketing activities on behalf of maritime communities in the state; and (4) a staffing plan to handle the needs of the authority."

## **I. Status of Pending and Current Contracts and Other Agreements**

The following is a status list of current contracts:<sup>1</sup>

### **1. Connecticut Innovations Memorandum of Understanding (MOU)**

ACTIVE – The Authority has a Memorandum of Understanding (“MOU”) with quasi-public agency Connecticut Innovations, effective March 6, 2019, for the purpose of providing the Authority with management and other administrative services, specifically in the areas of human resources, time and labor, payroll, benefits, and CORE-CT.

### **2. Connecticut Department of Transportation (CTDOT) and the Treasurer of the State of Connecticut Memorandum of Understanding (MOU) as Amended**

ACTIVE – The Authority entered into a Memorandum of Understanding (“MOU”) with Connecticut Department of Transportation (“CTDOT”) and the Treasurer of the State of Connecticut, effective June 2016, to facilitate the governance of the ports and harbors of the State, and the orderly transition and transfer of related resources to the Authority. The MOU also provides certain services to the Authority’s State Pier facility in New London, such as snow removal for the approach to State Pier Road.

### **3. Concession Agreement as Amended**

ACTIVE - The Concession Agreement between the Authority and State Pier New London terminal operator Gateway New London, LLC was executed in January 2019. It is a twenty (20) year agreement, with two (2) additional ten (10) year options. Amendments No.1 and No.2 to the Concession Agreement were executed on August 20, 2024 and September 5, 2024 consecutively. These Amendments include the extension of the contract term from twenty (20) to twenty-three (23) years from the Closing Date.

### **4. Harbor Development Agreement (HDA) as Amended**

ACTIVE – The Harbor Development Agreement (“HDA”) between the Authority, State Pier New London terminal operator Gateway New London, LLC and partners North East Offshore (“NEO”), a joint venture of Ørsted and Eversource, was executed in February 2020. The HDA resulted from a 2018 Request for Proposals process with respect to the operation of the State Pier facility and the subsequent Concession Agreement with Gateway (noted in #3 above).

The HDA governs the financial contributions and other commitments involved in the redevelopment and near-term operation of the facility as 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 generational improvements will benefit the port’s long-term growth by increasing its capacity to accommodate heavy-lift cargo for years to come while maintaining its freight rail link. The HDA term includes the approximately two (2) year construction project, a ten (10) year sublease period and an

---

<sup>1</sup> Electronic copies of contracts available upon request.

additional seven (7) year option (terms of the option period to-be-negotiated at the end of the initial sublease period).

**5. New England Central Railroad (NECR) Land and Track Lease as Amended**

ACTIVE – The New England Central Railroad (“NECR”) Land and Track Lease between the Authority and New England Central Railroad, Inc. (NECR), a subsidiary of Connecticut-based Genesee & Wyoming Inc., was executed in March 2020. NECR agreed to lease a five-acre parcel under its control to the Authority to facilitate the redevelopment of the port facility to transform the State Pier in New London into a state-of-the-art heavy-lift capable port facility that accommodates a wide variety of cargoes, including wind turbine generator staging and assembly. The agreement covers the approximately two (2) year construction project, as well as the ten (10) year sublease period. It includes a renewal period capped at ten (10) years.

**6. Saybrook Junction (Office Lease) as Amended**

ACTIVE – The Authority leases office space for its headquarters at 455 Boston Post Road, Suite 204 at Saybrook Junction in Old Saybrook, which terminates June 2026.

**7. Gowrie Group (Insurance Documents)**

ACTIVE – Gowrie Group is the Authority’s current insurance broker, responsible for advising and marketing all insurance coverages.

**8. Regan Communications / Quinn and Hary (Website Services Contract) as Amended**

ACTIVE – The contract for monthly web maintenance includes uploading files and other content (including meeting agendas, minutes and recordings) to the Authority’s website and other activities, as requested, and is currently continuing month-to-month, based on direction from the Office of Policy and Management (“OPM”). Contract close out is anticipated once a newly created website is up and running.

**9. Mintz + Hoke (Communications & Marketing Services)**

ACTIVE – On May 9, 2025, the Authority entered into an agreement with Mintz + Hoke for Marketing and Communications services.

On May 14, 2025, the Authority entered into an agreement with Mintz + Hoke for Community Relations services for the grant-funded EPA Clean Ports Program, New London State Pier Shore Power Project.

See Section V for additional information.

**10. Sound Computing (IT Services)**

ACTIVE - The Authority has an annual IT services contract with Sound Computing that is currently month-to-month, based on direction from OPM.

A Request for Quotations (RFQ) was issued at the end of March 2025. It is anticipated that a selected firm will be engaged within the next quarter

#### **11. Cohn Reznick LLP (Auditing Services)**

ACTIVE – The Authority entered into an engagement with Cohn Reznick LLP for the provision of Auditing Services for its FY 2024 after attaining a successful bid in response to CPA's RFP for Auditing Services placed in August 2023. The CPA has the option to engage Cohn Reznick for a maximum period of three successive years resulting from this RFP.

#### **12. Robinson and Cole LLP (Legal Services)**

ACTIVE – The Authority executed a three (3) year engagement with Robinson and Cole for Legal Services, which commenced on December 20, 2023.

#### **13. Kiewit Infrastructure Co. Construction Manager-at- Risk (CMR) (State Pier Infrastructure Improvements Project) as Amended**

ACTIVE – The Kiewit Infrastructure Co. was selected by the Authority to serve as the Construction Manager-at-Risk (CMR) for the State Pier Infrastructure Improvements Project and to engage subcontractors through a competitive bidding process to perform various construction work packages at the State Pier facility.

#### **14. AECOM Construction Administrator (State Pier Infrastructure Improvements Project) as Amended**

ACTIVE – The Authority's contract with AECOM designates AECOM as its Construction Administrator (owner's representative) for the State Pier Infrastructure Improvements Project.

#### **15. AECOM Permitting (State Pier Infrastructure Improvements Project) as Amended**

ACTIVE – The Authority's contract with AECOM authorizes AECOM to provide permitting services in support of state and federal permitting for the State Pier Infrastructure Improvements Project.

#### **16. Small Harbor Improvement Projects Program (SHIPP) Grant Agreements**

ACTIVE – The Small Harbor Improvement Projects Program (SHIPP) was conceptualized in 2017 with the aim of strengthening the economic viability of harbors and marinas along the Connecticut coastline. SHIPP has issued four tranches of grant funding since its inception. Total funding in the amount of \$22.4m has been provided for fifty projects within twenty-four municipalities in the State of Connecticut. This legislation also currently allows the Authority to fund private maritime infrastructure projects in small harbors.

A summary of all SHIPP grant funding is shown below.

SHIPP	Authorization Date	Number of Municipalities	Number of Projects	Amount Funded	Amount Expended to date
Round 1	11/29/2017	16	17	\$4,011,650	\$3,444,178
Round 2	4/16/2021	6	8	\$2,956,200	\$1,463,834
Round 3	4/06/2023	6	9	\$5,043,856	\$716,148
Round 4	4/11/2025	13	16	\$10,352,918	\$0.

See section II for additional information.

#### **17. GZA Geoenvironmental. Inc Consulting Services Agreement as Amended**

ACTIVE – The Authority’s agreement with GZA GeoEnvironmental, Inc. (“GZA”) is for the purpose of assessing the current condition and future capabilities of Fort Trumbull’s Pier No. 7 in New London.

At the August 20, 2024 meeting of the Authority’s Board of Directors, the Board 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.

In October 2024, the Authority received a draft version of the 100% design plans from GZA. The final version is anticipated in 2025.

#### **18. Escrow Agreement with Webster Bank Per State of Connecticut Department of Energy and Environmental Protection (“DEEP”) State Pier Project Permit Condition**

ACTIVE – As required by Condition #7 of DEEP License 201905859-SDF TW WQC for improvements to the New London State Pier, this escrow account was established to fund \$3,425,000.00 in support of fish habitat restoration projects as mitigation for coastal resource impacts authorized by the license.

#### **19. U.S. Army Corps of Engineers (“USACE”) and the State Historic Preservation Office (“SHPO”), Memorandum of Agreement (“MOA”) relating to the State Pier Infrastructure Improvements Project.**

ACTIVE – The MOA is a condition of the Authority’s pending federal license from USACE for in-water work at the State Pier facility. The Authority is not a direct party to the MOA between USACE and SHPO but is an “invited signatory.”

#### **20. Agreement with U.S. Department of Commerce and National Oceanic and Atmospheric Administration’s (“NOAA”) National Ocean Service (“NOS”) Center for Operational Oceanographic Products and Services as Amended.**

ACTIVE – This is a five-year reimbursable agreement totaling \$133,000 for the ongoing enhancement, management, operation, maintenance, and repair of the New Haven, Connecticut Physical Oceanographic Real-Time System (“PORTS”). NOS’ PORTS

program supports safe and cost-efficient navigation by providing shipmasters, pilots, and other users with accurate real-time information required for safe vessel loading and transit, and to avoid groundings and collisions. This agreement was renewed on February 21, 2025 and has been extended to February 28, 2030.

The Authority has pre-funded its commitment to this program in the amount of \$59,800 to February 28, 2027.

**21. Memorandum of Agreement with the U.S. Army Corps of Engineers (“USACE”) for the New Haven Harbor Improvement Federal Navigation Project Design Phase**

ACTIVE – In December 2022, the Authority entered into a Memorandum of Agreement (“MOA”) with the Army Corps of Engineers for the design phase of the New Haven Harbor Improvement Federal Navigation Project. See Section IV for additional information.

**22. Planning Assistance to States Agreement with the U.S. Army Corps of Engineers (“USACE”) for a Dredged Material Placement Planning Study**

ACTIVE – On March 13, 2023, the Authority entered into a Planning Assistance to States Agreement with the U.S. Army Corps of Engineers for a Dredged Material Placement Planning Study. The study will build upon the recommendations made in the 2015 Dredged Material Management Plan for Long Island Sound. The Corps is responsible for leading the team. A detailed Project Management Plan (“PMP”) was completed February 2024. On August 20, 2024, the Authority’s Board of Directors voted to approve an amendment to the agreement with USACE. This amendment increased the State’s investment in this project to \$3.25 million. See Section IV for additional information.

**23. Orsted subcontract for grant-funded EPA Clean Ports Program, New London State Pier Shore Power Project**

The Authority was the recipient of a grant from the United States Environmental Protection Agency (EPA) as part of its Clean Ports Program which was awarded on December 18, 2024. The project titled New London State Pier Shore Power Project aims to improve air quality and reduce pollution at the New London State Pier through the deployment of zero-emission equipment and infrastructure at New London State Pier.

Orsted Wind Power North America, LLC (Orsted) has been listed as a subrecipient of the grant award. The Authority entered into a Subaward Agreement with Orsted on June 2, 2025 with effect from January 1, 2025 for the provision of various services including but not limited to project management, consultancy etc. Weekly communication is maintained in order to keep abreast of all project activity.

**24. Moffatt & Nichol agreement for Engineering Services for New London State Pier Shore Power Project**

The Authority was the recipient of a grant from the United States Environmental Protection Agency (EPA) as part of its Clean Ports Program which was awarded on December 18, 2024. The project titled New London State Pier Shore Power Project aims

to improve air quality and reduce pollution at the New London State Pier through the deployment of zero-emission equipment and infrastructure at New London State Pier.

In accordance with its procurement policies, the Authority issued a Request for Proposals for Engineering Services on March 5, 2025. Three firms provided bids of which Moffatt & Nichol was the successful applicant. A Professional Services Agreement was executed on June 11, 2025. The services of Moffatt & Nichol are contracted until December 2027.

## **II. Small Harbor Improvement Projects Program (SHIPP)**

Connecticut Port Authority aims to participate in statewide outreach for the marketing and communications of the Small Harbor Improvement Projects Program. The addition of Community Liaison staff will broaden the Authority's relationships with community leaders to assist in determining how the Authority can best support Connecticut's waterfront communities. Outreach may include visits, questionnaires, interviews and other forms of outreach with stakeholders along the entirety of Connecticut's shoreline.

The Authority is also reviewing its grant conditions to be applicable to private entities. This new facet of the grant allows for a broader pool of applicants and therefore broadens the potential pool of grant funding recipients.

## **III. Status of the Construction Project at the State Pier in the Town of New London**

The New London State Pier ("NLSP") reached substantial completion in June 2024 and is fully operational. Operations are currently supporting offshore wind project Revolution Wind through tenant Ørsted. Sunrise Wind is to follow and is anticipated to commence in 2026. Orsted is currently considering potential future sub-sub leasing opportunities.

The Construction Manager-at-Risk ("CMR") and the Authority continue to engage in project closeout discussions. The CMR has requested compensation for additional time spent in construction activities prior to June of 2024. These requests are outside of the contract as written. There are three issues which were not constructed as designed which require resolution. These items are being dispositioned in a manner that will not inhibit use of the pier for ongoing and future work.

#### **IV. A Description of the Authority's Dredging Activities and the Needs Concerning Dredging in Harbors in the State**

##### **Status of Dredged Material Placement Planning Study**

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 Authority's Board of Directors voted to approve an amendment to the agreement with USACE. This amendment increased the State's 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 the distance contractors travel to dispose of dredged material.

The Authority continues to work with the US Army Corps of Engineers ("USACE") and the Connecticut Department of Energy and Environmental Protection ("DEEP") on the Dredged Material Management Study. A web link is included on the Authority's website to the DEEP website (<https://portal.ct.gov/deep/coastal-resources/coastal-permitting/connecticut-dredged-material-management-study>) which hosts information about the study, including a link to the CT Dredge Management Plan Collaboration Comment tool (<https://experience.arcgis.com/experience/fdc902e7511c45388c0a839b779b0b07/>) where stakeholders can continue to provide input and feedback. USACE is finalizing the inventory of potential placement sites and final placement site screening. The priority options for material disposal are Falkner Island and CAD Cell development in Greenwich and New London locations. As funding allows, several near-shore sites will be evaluated. The timeframe to issue a report on the plan for each site is early 2026.

##### **New Haven Harbor Improvements**

This project includes widening and deepening the federal navigation channel and expanding the federal turn around basin. The Cross Sound Cable final installation will occur during this project work which involves placing the cable at a final location and depth that will not interfere with future actions to perform maintenance dredging. December of 2023 sounding data for the channel indicates that there is significant shoaling of the channel. As a result, a restriction has been imposed on ships arriving at New Haven Harbor and there are instances where ships have waited for high tide to provide increased margin because of the lower water depth. USACE is selecting the bidder for the maintenance dredging of the channel in October of 2025. The priority for



the dredging will be on the known shallow areas so that navigational safety is improved early in the project.

The first stage of the Design phase which entails data collection and analysis is completed. USACE is currently undergoing development of the plans and specifications. The O&M phase is scheduled to occur in Fall 2025 and the Improvements phase from Fall 2026 to Winter 2028. The construction window runs from October 2025 to March 2028. The non-federal share of this project is approximately \$22 million dollars.

### **Bridgeport / Black Rock Harbor Improvements**

The Dredged Material Management Plan (DMMP) and Environmental Assessment (EA) for the Bridgeport & Black Rock Harbor nears completion. The next phase is the Final Planning, Engineering and Design (PED) Phase and is expected to start in December of 2025. There is an estimated \$1.3 million needed for the non-federal share of this project's design. The USACE is also preparing preliminary cost estimates for the construction of a CAD (Confined Aquatic Disposal) cell to support the needed dredging in these two areas. While the cost of CAD cell construction for the anticipated dredge material is federally funded it is beneficial and cost effective for the State of Connecticut to fund additional capacity as a means of disposing of contaminated dredge material in the state for years to come.

Some funding is available for near term project work under Public Act 21-111, Sec 13(d). This contains grants-in-aid for improvements to deep water ports, including dredging, not exceeding \$120m, provided not less than \$20m shall be used for deep water ports outside of New London. In 2015 \$20 million was appropriated for dredge-related projects. \$1 million was allocated for the design of the New Haven Improvement Project design. An additional \$19 million will need to be allocated for the next phase in early 2026. In addition to these dollars the New Haven work may require an additional \$3 million due to cost escalations since 2020, and dollars should be planned to support CAD cell capacity in Bridgeport.

### **Statewide**

The Connecticut Port Authority is reviewing the process for businesses, nonprofits, and municipalities to perform dredging with a focus on ways to lower permitting times and costs, and to minimize the cost of disposal. Several businesses are interested in supporting beneficial use of dredge material and upland placement. Discussions with regulatory agencies are ongoing to identify the best path to execution. Many businesses that require dredging are finding that the material needs special handling due to contamination. In most cases this contamination is not a result of the activity at the business, rather it is historical or from another source that they are now responsible for. This makes CAD cell capacity a cost-effective solution for many along the coast.

**V. A Description of the Authority's Marketing Activities on Behalf of Maritime Communities in the State**

In late 2024, the Authority issued a Request for Proposals (RFP) for Communications and Marketing Services. In early 2025, the selection committee reconvened with the Authority's new Executive Director. Interviews with shortlisted firms were completed in March 2025. At a Special Meeting of the Connecticut Port Authority Board of Directors held on April 10, 2025, the Board approved the recommendation for the Executive Director to enter into an agreement with the selected firm of Mintz + Hoke to provide Communications and Marketing Services to the Authority.

The Authority entered into an agreement with Mintz + Hoke as of May 9, 2025. During the initial phase of the agreement, Mintz + Hoke completed discovery, data dive, stakeholder interviews and a strategy session with the Authority to discuss messaging, goals, priorities and timelines. They are also engaged in the development of an updated website, as well as re-engagement and re-establishment of a social media presence for the Authority.

As part of the EPA Clean Ports Program for the New London State Pier Shore Power Project, Mintz + Hoke will be providing community engagement services under a separate agreement which was entered into as of May 14, 2025. Initial discussions with the Authority, Orsted and Mintz + Hoke regarding community engagement needs for the project have taken place, with the initiation of the development of messaging, collateral and project landing page for the updated website.

Connecticut Port Authority Executive Director Michael O'Connor has continued to attend events and meetings throughout the State and region. In May, he and Board Member Gaffney Feskoe attended the Council on Water Transportation and Special Committee on Freight sessions of the American Association of State Highway and Transportation Officials (AASHTO) Annual Spring Meeting which was hosted in Hartford by AASHTO President and CT DOT Commissioner Garrett Eucalitto. In June, Michael O'Connor attended the North Atlantic Ports Association Annual Meeting. Other groups and meetings this quarter have included the US Coast Guard Academy, Harbor Commission meetings, OpSail, Custom House Maritime Museum, CT Power and Energy Society, Project Oceanology, North American Marine Environment Protection Association, New London Port Area Marine Group, Collective Oyster Recycling & Restoration, LIS Blue Plan Advisory Committee, Senator Murphy's Transportation Regional Priority Council and LIS Council, Southeast Fuel Resource Group, Triton Environmental, ThayerMahan, Buckeye Terminal, Docko, Cashman, Enstructure, Bridgeport Boatworks, O&G Industries, as well as continued meetings with State agencies and legislators.

As part of its marketing strategy for the coming Fiscal Year, the Connecticut Port Authority will be serving as the title sponsor for the CT Maritime Heritage Festival to be held in New London in September which will host the America's Navy 250 Celebration.

## **VI. A Staffing Plan to Handle the Needs of the Authority**

The Schedule of Positions and Total Staffing Levels for Fiscal Years 2025 and 2026 were approved by the Connecticut Port Authority Board of Directors ("Board") at the May 20, 2025 Regular Board Meeting. An amended Schedule of Positions and Total Staffing Levels for Fiscal Year 2026 was approved by the Board at a Special Meeting on June 24, 2025. Additional staffing of a Community Liaison and two Summer Interns has been added. A second Community Liaison will be added as well to increase capacity and community engagement throughout the State.

Please do not hesitate to contact me at [director@ctportauthority.com](mailto:director@ctportauthority.com) if you have any questions, comments, or concerns regarding the content of this report.

Submitted by:

Connecticut Port Authority

A handwritten signature in black ink, appearing to read "Michael J. O'Connor", with a long horizontal flourish extending to the right.

Name: Michael J. O'Connor

Title: Executive Director

Date: July 1, 2025