



NOTICE OF
REGULAR MEETING OF
CONNECTICUT PORT AUTHORITY
BOARD OF DIRECTORS

**Tuesday, October 21, 2025
12:00 PM**

**Location: Connecticut Port Authority
455 Boston Post Rd., Suite 204
Old Saybrook, CT 06475**

Zoom link was provided.

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

Board Attendance

Chair Paul Whitescarver; Vice-Chair Grant Westerson; Gaffney Feskoe; John Johnson; Paul Hinsch; Thomas Gill; Kristin Urbach; Brian Thompson; Paul O. Robertson; Dave Pohorylo; Mayor Rilling; David Kooris; Doug Dalena; Felix Reyes

Absent: Kaelie Moran; Kimberly Lesay; Thomas Patton

Staff/Other: Michael O'Connor; Fayola Haynes; Jill Dowling-Moreno; Melissa Root; Anthony Afriyie

MINUTES

1. Call to Order

Chairman of the Board Paul Whitescarver called the meeting to order at 12:01pm.

2. Approval of minutes of the September 16, 2025 Regular Meeting and the October 3, 2025 Special Meeting of the Board of Directors

Motion by John Johnson, seconded by Doug Dalena. So, VOTED with NO opposed and an abstention by Mayor Rilling.

3. Public Comment

(Begins at 1:52 of the audio recording)

Public Comment was made by Kevin Blacker.

4. Executive Director Update

(Begins at 6:32 of the audio recording)

(a) Presentation

Michael O'Connor provided a presentation which included updates regarding ship traffic and the Pilot Commission including his ride with a pilot in New London harbor; New Haven annual exercise which included an overboard drill, boom deployment for chemical or oil spill drill and a drone demo by DEEP; Dredge status including current dredging in Stony Creek and New Haven Harbor, and planned dredging for New Haven, Bridgeport, Branford and Greenwich Harbor; an overview of Mohawk's plan to build out their pier in New London which is being supported by a PIDP grant that Paul Whitescarver noted was granted a few years ago and includes putting in a spur to gain better rail access; SHIPP grant recipient ground (water) breaking event that the Connecticut Port Authority (Authority) attended last week in Norwalk for updates to their docks at Veteran's Memorial Park and Marina in Norwalk harbor; an update from his attendance at the American Association of Port Authorities (AAPA) Annual Convention in Quebec City and overview of their port; discussion regarding container shipping in CT and moving freight via sea and rail instead of on trucks on I-95; view of a page from an Army Corps of Engineers report on commercial shipping in CT from 1924 showing tonnage and freight on the lower Connecticut river with subsequent discussion; updates on the Authority's Marketing and Communications including engagement with Mintz + Hoke, re-engaged and enhanced social media presence (<https://www.facebook.com/CTPortAuthority/> , <https://www.linkedin.com/company/ctportauthority/>) and overview of the updated website including a Maritime Directory (<https://ctportauthority.com/maritime-directory/>) , Anthony Afriyie's participation in Bridgeport's Chamber Leadership Cohort and Melissa Root's upcoming participation in New Haven Chamber's Leadership Session, upcoming event participation including Council of Small Towns (COST) conference, Connecticut Conference of Municipalities (CCM) and North Atlantic Ports Association (NAPA), Connecticut Port Authority's Annual Public Meeting which he noted will be held in-person in December potentially in New Haven, an annual audit that is concluding with anticipated review by the Audit and Finance Committees in November, an anticipated start to a bi-annual state audit and upcoming annual reports including recommendations to legislation. He noted that if Board members have thoughts about what they would like to see included in the recommendations for legislation that they discuss it at upcoming meetings. He noted the monthly Veterans Breakfast event that takes place at Filomena's in Waterford and that the Authority hosted the October event and celebrated the U.S. Navy's 250th anniversary. He also noted the tour that he and John Johnson did of the Connecticut River Museum.

5. Grant Updates

(a) Small Harbor Improvement Projects Program (SHIPP)

(Begins at 30:58 of the audio recording)

Michael O'Connor noted the changes to the SHIPP policies and procedures that had been submitted for a 30-day comment period in the CT Law Journal and the feedback that came from that. He noted that the Authority reviewed the feedback and is in the process of updating the policies and procedures to incorporate the changes in legislation and make sure that documentation is clear and easy to understand. He noted that the Authority will release the next solicitation for SHIPP once funding is available which is awaiting State Bond Commission action to make the funds available. He noted he does not know when the next Bond Commission meeting will take place or if there will be one held in December. He noted that the Authority has requested that the funds be

considered and have made notifications to its legislative partners that this is the next necessary step in funding the Small Harbor Improvement Projects Program.

John Johnson commented that the best thing the Board members can do is to contact their Senators and Representatives to request the \$5M for SHIPP funding be included on the Bond Commission agenda.

Michael O'Connor noted that the Authority has requested the \$5M in SHIPP funding for this fiscal year, as well as \$4M in unused funds from prior years. He also noted that the Authority requested to go before the Bond Commission for over \$19M which is the non-federal share of the New Haven Harbor Improvement Project (NHHIP) and noted those funds will need to be dispersed early next year for next steps of NHHIP going out to bid and getting work started in October of next year.

(b) EPA Clean Ports Program – New London State Pier Shore Power Project

(Begins at 34:20 of the audio recording)

Michael O'Connor noted that the Authority is set to receive bids on long-lead electrical components at the end of this week and that there is a team in place to review bids which includes Connecticut Port Authority, Orsted, Enstructure and engineering firm Moffatt & Nichol. He provided an overview of the process for selection and noted that the estimated timeline is within the next thirty (30) days.

Paul Whitescarver asked if there was any hindrance from the government shutdown or other changes. Michael O'Connor noted EPA staff furloughs having impact on communications but not on funding drawdowns. Paul Whitescarver asked David Pohorylo about the International Maritime Organization (IMO) and green maritime shipping and David Pohorylo noted he has not seen any ship capable of taking on shore power and noted it may be a long way away.

Michael O'Connor provided additional information regarding the Shore Power Project and 3-year reporting period. David Pohorylo asked if there is water on State Pier and Michael O'Connor noted there is through the fire protection system. Grant Westerson asked if other piers have electricity for shore power and Michael O'Connor noted that technology will be used that has been developed and is in use elsewhere. There was continued discussion including what ships are built to use shore power, current ship fuel and shipboard cranes.

(c) PIDP Grant for Groton Marine Terminal

(Begins at 40:13 of the audio recording)

Michael O'Connor noted that the Port Infrastructure Development Program (PIDP) grant application for Groton Marine Terminal was submitted, and confirmation was received that it was received. He also noted the review cycle. Paul Whitescarver noted that this is for Buckeye Terminal in Groton which handles a lot of the home heating oil for southeastern Connecticut.

6. Old Business

(a) State Pier

(Begins at 41:41 of the audio recording)

Michael O'Connor noted negotiations on the settlement agreement to closeout the contract with Kiewit. He noted the engineering paperwork anticipated to be completed today followed by the funds being issued to Kiewit for the final payment in the amount of

approximately \$11M which will conclude Kiewit's contract and any associated work by Kiewit at State Pier. He noted that the Authority will be issuing a press release to include statements from Connecticut Port Authority and Kiewit. He noted that the Board will receive a copy of the final signed settlement agreement, and that a copy of the agreement will be posted on the web (www.statepiernewlondon.com.) David Kooris asked Michael O'Connor to clarify and provide further context. Michael O'Connor provided further clarification including the retainage that was being held. John Johnson asked Michael O'Connor to define funding for the State Pier project. Michael O'Connor noted that approximately \$100M of funding was provided by NEO (which was the offshore wind development joint venture of Ørsted and Eversource and is now just Orsted) with the remaining balance of funding provided by the State of Connecticut. Paul Whitescarver noted the importance that no further funding is being requested of the State. Michael O'Connor noted that the project costs are not above what was allocated. Paul Whitescarver noted that this is the first fiscal year that the Connecticut Port Authority has been self-sufficient with no additional funds from the State for salaries or other items. Michael O'Connor noted there had been a prior line item in previous fiscal years from the Department of Transportation (DOT) of \$400,000 that contributed to funding Authority operations and that this year operations will be covered by revenue generated from State Pier through it's lease to Orsted and its contract with Enstructure. Doug Dalena asked for clarification that it is not adding \$11M to the cost, and Michael O'Connor noted \$7M was retained from the original portion of the contract with an additional \$4M being paid as a compromise against the extra work done by the contractor. Michael O'Connor also noted accepting State Pier as is because of the limited impact the design has on the final construction and operation of State Pier.

Michael O'Connor noted the Harbor Development Agreement (HDA) with Enstructure and Orsted and a need to figure out what happens if there is an idle period at State Pier. He noted that Sunrise Wind is anticipated to be completed in 2027 and it was expected that Orsted would have a sub-sub lease in the wind industry, and that they are reviewing if that's possible at this time and will be meeting with Orsted and Enstructure in early November to discuss future plans. Paul Whitescarver noted the pause with Revolution Wind and that there are now components on the pier for Sunrise Wind and no anticipated pause. Michael O'Connor noted the twelve remaining turbines for Revolution Wind with anticipated timeline of the next six to eight weeks, and the expectation that Sunrise Wind will move forward. Doug Dalena asked if part of Sunrise is under construction and Paul Whitescarver confirmed that is correct. There was additional discussion regarding offshore wind projects. Kristin Urbach suggested hosting a legislative meeting within the next few months.

7. **New Business**

None

8. **Adjournment**

(Begins at 51:12 of the audio recording)

Motion to adjourn made by John Johnson, seconded by Grant Westerson. So, VOTED with NO opposed.

Paul Whitescarver noted the upcoming meetings and Jill Dowling-Moreno noted that the next Regular Board Meeting is scheduled for December, with a Finance Committee Meeting scheduled for this Friday and a joint Audit & Finance Committee meeting in November. Michael O'Connor noted the Annual Public Hearing.

Meeting adjourned at 12:52pm.