



QUARTERLY REPORT TO THE TRANSPORTATION & APPROPRIATIONS COMMITTEES

Pursuant to PA 24-81

January 1, 2026 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 Section 15-31k of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*): On or before October 1, 2021, and quarterly thereafter, the executive director of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:¹

1. Cohn Reznick LLP (Auditing Services)

ACTIVE – The Authority entered into an engagement with Cohn Reznick LLP on April 8, 2025 for the provision of Auditing Services for its FY 2025 audit after attaining a successful bid in response to CPA's RFP for Auditing Services placed in August 2023. The Authority will engage a new audit firm for the execution of its FY 2026 audit as CohnReznick has completed six consecutive professional engagements.

2. Gowrie Group (Insurance Documents)

ACTIVE – Gowrie Group is the Authority's current insurance broker, responsible for advising and marketing all insurance coverages. The Board authorized the Executive Director to negotiate and enter into an agreement to renew the Authority's insurance policy at the November 18, 2025 special meeting of the Board.

3. Memorandum of Understanding-Buckeye Terminals, LLC (“Buckeye”)

ACTIVE – The Authority and Buckeye entered into a Memorandum of Understanding, effective September 10, 2025 for the application of a Port Infrastructure Development Program (PIDP) grant administered by Maritime Administration (MARAD). The application is in response to Notice of Funding Opportunity (NOFO) MA-PID-25-001, the final version of which was released by MARAD on May 2, 2025. The Authority is the lead applicant for the grant with Buckeye serving as the joint applicant for the project titled “Groton Marine Infrastructure Improvement Project”. The grant application was submitted on September 10, 2025 and the notification of award for successful grant recipients is anticipated to be issued in the first quarter of 2026.

The goal of this safety improvement project is to rehabilitate and make necessary upgrades at Buckeye's Groton terminal on the Thames River to continue port distribution of home heating oil and ultra-low sulfur diesel (ULSD) in the region. The project's primary dock upgrades include replacing timber piles with steel piles, repairing bracing and fender systems, and recoating structural steel. It will also upgrade breasting dolphins, dock platforms, gangways, safety ladders, and cathodic protection systems, and demolish obsolete dock structures. Shore-side improvements include tank and piping repairs, and facility upgrades to maintain heating oil and ULSD distribution.

4. Fishermen Lease

ACTIVE – The Authority has executed four leases with three commercial fishermen for the berthing of vessels at the New London State Pier. These lease agreements facilitate the occupancy of the pier by local fishermen for alternative use amid the Offshore Wind projects. The three fishing businesses contracted with the Authority are:

¹ Electronic copies of contracts available upon request.

- Out of Our Shell Enterprises LLC
- Donna-May Fisheries LLC
- Morrel Fisheries LLC

5. The Apex Technology Group, Inc. (IT Services)

ACTIVE – The Authority's one-year agreement with The Apex Technology Group for Information Technology (IT) Services commenced on August 1, 2025.

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

ACTIVE – 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.

7. Mintz + Hoke (Communications & Marketing Services)

ACTIVE – 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.

The agreements for website development and initial communications services have been completed. See Section V for additional information.

8. Ørsted subcontract for grant-funded EPA Clean Ports Program, New London State Pier Shore Power Project

ACTIVE – 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.

Ørsted Wind Power North America, LLC (Ørsted) has been listed as a subrecipient of the grant award. The Authority entered into a Subaward Agreement with Ørsted 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.

9. 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.

10. 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.

11. 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.

12. 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 August 2025, the Authority received the 100% design plans from GZA.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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. Ørsted Wind Power North America acquired Eversource’ share of the project’s offshore wind assets in 2023. 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 #17 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 additional seven (7) year option (terms of the option period to-be-negotiated at the end of the initial sublease period).

19. 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.

20. 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.

21. 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.

22. 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.

23. 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.”

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

INACTIVE – 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.

II. Small Harbor Improvement Projects Program (SHIPP)

ACTIVE – The mission of the Authority is to grow the state’s maritime economy by investing in its ports and harbors to maximize their economic potential. The Small Harbor Improvement Projects Program (SHIPP) was created to support this mission.

At its October 15, 2024 Board Meeting, the Authority selected seventeen (17) projects spanning fourteen (14) municipalities for submission to the State Bond Commission (Bond Commission) representing the fourth round of SHIPP. This Request for Funding amounted to \$10,352,918 in funds to be issued. The Bond Commission approved funding for SHIPP Round 4 at its April 11, 2025 meeting for the full funding amount. Grantees were notified of the Bond Commission’s approval and provided grant agreements for execution. Some municipalities were in a position to commence projects thereafter.

Initiated in 2017, the four (4) rounds of the SHIPP grants have resulted in excess of \$22 million dollars being granted to 49 projects spanning 30 municipalities in the state of Connecticut. The result is a safer, more navigable, and better accessed coastline for all.

A summary of previous SHIPP grants is shown below:

SHIPP	Authorization Date	Number of Municipalities	Number of Projects	Amount Funded	Amount Expended
Round 1	11/29/2017	16	16	\$4,011,650	\$3,435,028
Round 2	4/16/2021	6	8	\$2,956,200	\$1,463,834
Round 3	4/06/2023	6	9	\$5,043,856	\$754,568
Round 4	4/11/2025	14	17	\$10,352,918	\$0.00

On June 23, 2025, [Public Act 25-65](#) was enacted which amended the language for SHIPP to include private entities in the applicant pool. In response to this expansion, the Authority sought to update SHIPP’s Policies and Procedures. An initial draft was published in the Connecticut Law Journal [VOL. LXXXVII No. 7](#) on August 12, 2025 for a 30-day comment period. Public comments and further discussion by the SHIPP subcommittee resulted in an updated version of the Policies and Procedures language that was published in the Connecticut Law Journal [VOL. LXXXVII No. 23](#) on December 2, 2025 with comments due by January 5, 2026.

[Public Act No. 25-65](#), “Sec. 33. Section 13b-55d of the general statutes is repealed and the following is substituted in lieu thereof (Effective July 1, 2025):

(a) As used in this section, "small harbor" means any harbor in the state not under the authority of the Connecticut Port Authority.

(b) The Connecticut Port Authority, established under section [15-31a](#), shall establish a competitive grant program to be known as the small harbor improvements projects grant program. Such program shall provide funding to municipalities and private entities for small harbor improvement projects for purposes of improving the economy and infrastructure of the state. Such projects may include federal and nonfederal dredging projects in small harbors and private maritime infrastructure projects in small harbors, provided all applicable permits and authorizations are obtained before such private maritime infrastructure projects receive any such grant award. With regard to federal and nonfederal dredging projects, grants may be awarded to (1) support, in full or in part, local and state matching requirements for such projects; (2) cover the incremental costs associated with applicable environmental regulatory requirements or management practices, including beneficial use; (3) cover part or all of the costs of such projects in the absence of adequate federal funds; and (4) provide reimbursement for such projects that were approved by the authority for funding or that commenced prior to the disbursement of such funds due to time considerations that impacted the flow of commerce at such small harbor."

To expedite and streamline SHIPP grant procedures, the Authority submitted a Request for Funding to the State Bond Commission for all available SHIPP funds in August 2025. The State Bond Commission approved this request at its special meeting on December 18, 2025. With funding now authorized in advance of the grant cycle, the Authority can move more efficiently from award to implementation, allowing municipalities and eligible private entities to proceed with approved projects without unnecessary delay.

The SHIPP Request for Applications is anticipated to be released in Quarter 1 of 2026.

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. Sunrise Wind is contracted to follow with a scheduled commencement in 2026. However, federal government activity has halted off-shore wind projects, outlined below, and related litigation is ongoing. Ørsted is currently considering potential future sub-sub leasing opportunities.

The U.S. Department of the Interior's Bureau of Ocean Energy Management (BOEM) on August 22, 2025, issued a stop-work order on the Revolution Wind offshore wind project citing national security interests. On September 22, 2025 Ørsted received a preliminary injunction allowing work on the project to continue while the government reviews its concerns.

On December 22, 2025, the U.S. Department of the Interior announced an immediate pause on leases for all five offshore wind projects under construction, including Ørsted's Revolution Wind project. The agency cited national security risks identified in recently completed classified reports as the basis for the suspension, and Ørsted confirmed they are complying with the federal stop-work directives while engaging with U.S. authorities.

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 USACE and the Connecticut Department of Energy and Environmental Protection (“DEEP”) on the Dredged Material Management Study. Information regarding the study is included on the Authority’s website <https://ctportauthority.com/dredging-connecticuts-waterways/>.

The study team has inventoried and assessed current and future dredging needs of non-federal entities in Connecticut, updated the non-federal dredging needs data from the 2015 Long Island Sound -Dredge Material Management Program, identified priority placement sites, scoped work for detailed investigations, begun to conduct stakeholder outreach and is currently conducting resource surveys and inventorying bathymetric conditions at priority placement sites. Public meetings with stakeholders to communicate plans and obtain feedback will begin in the first quarter of 2026. The final plan is on track for completion by December 2026.

New Haven Harbor Improvements

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 two (2) year period starting the fall 2026 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.

In advance of the start of the expected improvement project the navigation channel has had maintenance dredging performed in October of this year. This removed 850,000 cubic yards of material to eliminate the need for lightering ship contents and holding for high tide, support safe navigation and to prepare for the improvement project.

Bridgeport / Black Rock Harbor Improvements

The Bridgeport Harbor Channel dredging project will enter the design phase in 2026. It is estimated that a non-federal share payment of \$600,000 will be required to support this project by March of 2026. As the material is contaminated, a Confined Aquatic Discharge Cell (CAD) will be constructed during the 2027 dredge season. It will take two seasons to construct the CAD cell and channel dredging will occur in the fall of 2029. The non-federal share of this work scope will be approximately \$24 million.

The Black Rock Channel dredging project will enter the design phase in 2027. It is estimated that a non-federal share payment of \$800,000 will be required to support this project by March of 2027. As the material is contaminated, a Confined Aquatic Discharge Cell (CAD) will be constructed during the 2028 dredge season. It will take two seasons to construct the CAD cell and channel dredging will occur in the fall of 2030.

The non-federal share of this work scope will be approximately \$20 million.

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

To elevate its visibility and impact, the Authority partnered with Mintz + Hoke to revamp its marketing and communications strategy. This included a redesigned website and refreshed branding to communicate the Authority's ability to provide guidance, resources, and advocacy to stakeholders. The Authority team also revitalized their social media presence across Facebook and LinkedIn to support timely updates and broader outreach to municipalities, businesses, and stakeholders. You can learn more about

some of our recent marketing outreaches on our website under the “news” section <https://ctportauthority.com/news/>. You can also learn more about recent events on our social media pages at <https://www.facebook.com/CTPortAuthority/> and <https://www.linkedin.com/company/ctportauthority/>.

Mintz + Hoke also has an agreement with Connecticut Port Authority to provide community engagement services for the New London State Pier Shore Power Project funded by a grant through the EPA Clean Ports Program. As part of their deliverables, they have provided a Shore Power Landing Page on the Authority’s website <https://ctportauthority.com/shore-power/> where anyone interested can find out more information about the project and submit comments or questions via an online form. The firm also produced a one-page summary of the project to date that is on display at the Authority’s headquarters and has been distributed at conferences and meetings by Authority team members, including:

- Connecticut Maritime Heritage Festival
- Junior Achievement Career Exploration Day in Bloomfield
- Council of Small Towns Annual Meeting
- Connecticut Conference of Municipalities

Mintz + Hoke created a communications plan for the project for 2026 which will help to increase awareness and public education around project specifics and engage with local businesses and community stakeholders to ensure they are aware of any upcoming relevant procurement and career opportunities.

Executive Director Michael O’Connor has continued to participate in meetings and events throughout the State and region. In October, he attended the American Association of Port Authorities (AAPA) Annual Convention in Quebec City, hosted a veteran’s breakfast celebrating the Navy’s 250th anniversary in Waterford, was an exhibitor at the CT Council of Small Towns (COST) Conference in Plantsville, attended a ground(water)breaking at Veteran’s Memorial Park Marina Dock in Norwalk which is a project that received funding from the Small Harbor Improvement Projects Program (SHIPP), served as a panelist on a webinar hosted by the Greater New Haven Chamber on “Navigating the Global Trade Landscape: Strategies to Minimize Risk and Stay Competitive in a Shifting Regulatory Environment”, sat down for an interview with Dennis House on *This Week in Connecticut* to discuss the vital role our ports play in the State’s economy, as well as meetings and discussions including Sen. Murphy’s Councils on transportation and Long Island Sound, Port of NY/NJ, CT DOT, CMA, USACE and others. In November, he served as a panelist to discuss “Accelerating Electrification of Port Operations – What is Working, What is Next?” at the Conference on Port Electrification East in New Jersey, led a student tour of State Pier in New London for students from University of Rhode Island, met with Mayor Borer in West Haven and toured projects completed with the help of SHIPP funding, in addition to meetings and discussions including Sen. Somers, CT Tourism Coalition, CT DOT, North American Marine Environment Protection Association (NAMEPA), Nuclear Energy Maritime Organisation (NEMO), AAPA, USACE, New Haven Port Authority (NHPA), and harbor commissions. In December, the Authority participated in the CT Conference of Municipalities (CCM) as an exhibitor with, he attended the North Atlantic Ports Association (NAPA) Semi-Annual Meeting in Virginia, attended a meeting at Southern Connecticut State University regarding a Center for the Blue Economy, as well as meetings and discussions including Region 4 Transportation, New Haven Harbor, New Haven Port Authority, seCTer, CT Manufacturing, LIS Blue Plan Advisory, Light the Way,

RACE Consulting, Langan Engineering, Manafort CWPM, Deloitte, NEMO, USACE and others.

Over the past quarter, the Connecticut Port Authority's Community Liaisons significantly expanded their outreach, engagement, and coordination efforts across municipal, regional, state, and industry stakeholders. They maintained a consistent presence at Port Security meetings across Regions 1, 2, and 4; harbor management meetings; Chamber of Commerce events; Chamber military breakfasts; and veterans breakfasts, reinforcing the Authority's commitment to safety, collaboration, and service. The liaisons also represented the Authority at major conferences and convenings including COST, CCM, CBIA, NAMEPA (joining the organization during the quarter), and the Big Connect through the New Haven Chamber, as well as participating in the Bridgeport Leadership Program and supporting the Connecticut Port Authority's annual public hearing.

In addition to broad community visibility, the liaisons advanced substantive engagement on key maritime, waterfront, and infrastructure issues. They met with DEEP representatives, DEHMS leadership, CT River Museum leaders, CT River Conservancy, RACE Coastal, New York State Canal leaders, and municipal harbor commissions to discuss dredging challenges, environmental stewardship, shipping by sea, and river and harbor management priorities. They spoke at harbor management meetings and at the CT River Conservancy meeting, strengthening understanding of the Authority's role and initiatives. They also created a Memorandum of Understanding for Pier 7, participated in related coordination meetings, and helped lay groundwork for organizing the NAPA Annual Meeting scheduled for June 2026.

Legislative and municipal engagement was a continued focus during Quarter 4. The liaisons connected directly with legislators, met with new municipal leaders following elections, and formally congratulated election winners through mailed correspondence to establish early relationships. They communicated regular updates to municipal leaders regarding SHIPP, built a new online SHIPP submission form, and developed updated SHIPP language that is now posted on the Connecticut Law Journal website for public review, improving clarity, accessibility, and transparency.

Ongoing communications efforts supported this work, with consistent posting of news articles on the website and twice per week postings across two social media platforms. This helped to maintain momentum and public awareness of Authority activities. Volunteer service, including participation in veterans breakfasts, further underscored the Authority's community commitment.

Collectively, these Quarter 4 activities reflect a deliberate strategy of visibility, relationship-building, and practical support for municipalities and partners. By combining consistent community presence, targeted legislative and municipal outreach, improved communication tools, and leadership on regional maritime issues, the Community Liaisons have strengthened trust, expanded collaboration, and positioned the Connecticut Port Authority for continued impact in the coming year.

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

The Authority's Human Resources Committee is scheduled to meet in January 2026. It is anticipated that the Schedule of Positions will be reviewed and a potential Project Manager position will be discussed, as well as planning for Summer Interns.

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

Submitted by:

Connecticut Port Authority

Michael OConnor

Michael OConnor (Dec 30, 2025 17:05:31 EST)

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Date: December 30, 2025