



QUARTERLY REPORT TO THE TRANSPORTATION & APPROPRIATIONS COMMITTEES

Pursuant to PA 24-81

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 Section 15-31k of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*): On or before October 1, 2021, and quarterly thereafter, the executive director of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

ACTIVE – At the Special Meeting of the Board on June 18, 2026, the Authority's Board of Directors approved the Executive Director to negotiate and enter into a settlement agreement. The Settlement Agreement and Release with the former Executive Director was executed on June 23, 2026.

2. Memorandum of Understanding (MOU) - Gateway New London LLC

ACTIVE - On June 8, 2026, the Authority and Gateway New London entered into a MOU whereby the Authority would provide funding towards the training of New London's International Longshoremen Association (ILA) workers. This training represents the Authority's commitment to the State of Connecticut's labor force, as the owner and landlord of the New London State Pier. The MOU was approved by the Authority's Board of Directors on January 27, 2026.

3. ABB, Inc. – New London State Pier Shore Power Project

ACTIVE – The Authority entered into an agreement with ABB, Inc. on June 1, 2026, for the purchase of Long Lead Electrical Equipment related to the New London State Pier Shore Power Project. ABB, Inc. was the successful bid on RFP No. CPA0026-NLSP-SSP-SPC which was released on March 23, 2026 and approved by the Authority's Board of Directors on May 13, 2026.

4. Memorandum of Understanding (MOU) - Buckeye Terminals, LLC ("Buckeye")

ACTIVE – The Authority and Buckeye entered into a MOU, effective May 29, 2026 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-26-001, the final version of which was released by MARAD on March 25, 2026. 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 June 1, 2026 and the notification of award for successful grant recipients is anticipated to be issued in the last half 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,

¹ Electronic copies of contracts available upon request.

and demolish obsolete dock structures. Shore-side improvements include tank and piping repairs, and facility upgrades to maintain heating oil and ULSD distribution.

5. The Department of the Army (USACE)

ACTIVE - On April 21, 2026, the Authority entered into a Project Partnership Agreement with the Department of the Army as its Non-Federal Sponsor for the project titled “New Haven Harbor Improvement Project”, which includes the design and construction of the general navigation features of the project. Bond funding was authorized by the State of Connecticut on December 18, 2025 via Public Act #21-111 to aid with this purpose.

6. CliftonLarsonAllen LLP

ACTIVE - The Authority entered into a Master Services Agreement with CliftonLarsonAllen LLP (“CLA”) on April 14, 2026, whereby the latter would provide independent auditing services for the fiscal year ending June 30 2026. CLA was the successful bid on RFP No. CPA0026-AS which was released on January 21, 2026 and approved by the Authority’s Board of Directors on March 24, 2026.

7. Memorandum of Understanding – SeaTrain Technology, LLC (SeaTrain)

ACTIVE – The Authority and SeaTrain entered into a Memorandum of Understanding (MOU) effective March 24, 2026 as approved by the Board of Directors. The MOU provides the framework for collaboration between SeaTrain and the Authority to evaluate the potential for Connecticut to serve as a manufacturing location and the capacity for development of maritime manufacturing.

8. Zinus Power LLC – New London State Pier Shore Power Project

ACTIVE – A major step in the New London State Pier Shore Power project was achieved when the Authority executed a purchase agreement with Zinus Power LLC on February 27, 2026 for the manufacture of a Mobile Cable Management System (MCMS). This project will allow vessels to connect to shore power whilst docked, and result in the reduction of emissions and improve energy efficiency at the State Pier. A link to the press release can be found on the Authority’s website at [Shore Power – Connecticut Port Authority](#).

9. 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.

10. 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:

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

11. 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.

12. Moffatt & Nichol - New London State Pier Shore Power Project

ACTIVE – The Authority entered into a Professional Services Agreement with Moffatt & Nichol on June 11, 2025 for engineering services for the New London State Pier Shore Power Project. Moffatt & Nichol was the successful bid on RFP No. CPA0025-NLSP-SPP-ENG which was released on March 5, 2025 and approved by the Authority's Board of Directors on May 8, 2025. The services of Moffatt & Nichol are contracted until December 2027.

13. Mintz + Hoke – New London State Pier Shore Power Project

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.

14. 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.

15. 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.

16. New Haven Port Authority Assistance Agreement for Development of a Strategic Master Plan

ACTIVE – The Authority entered into an agreement with the New Haven Port Authority ("NHPA") on August 20, 2024 whereby the Authority has allocated funding, as authorized by the State Bond Commission for the development of a Strategic Master Plan undertaken to stimulate the shipment of freight and commerce through the New Haven Port. This funding supports the Consulting Services Agreement executed between NHPA and AECOM Technical Services on August 19, 2024 after AECOM's successful bid in response to a Request for Proposal (RFP) for the Development of a Strategic Port Master Plan posted by the NHPA in September 2023.

17. 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.

18. 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 documents regarding 100% design from GZA. Plans are completed and the cost estimate was determined to be approximately \$45 million for the work scope (2025 dollars). This property was deeded to the State of Connecticut by the federal government in 2000 and the property is managed by the Department of Energy and Environmental Protection (DEEP). The Connecticut Port Authority is available to manage funding acquisition and remediation work at the request of DEEP.

19. 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.

20. 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. The Authority anticipates release of a Request for Proposals for Legal Services in Fall 2026 in accordance with its Operating Procedures.

21. 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.

22. 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.

23. 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.

24. 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).

25. 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. The contract includes a 4 percent per year increase in the lease cost. The increase impacts the revenue generated from the lease payment from Orsted for the use of the pier. This initial lease payment was \$525,000 in 2020 and the current lease payment is \$664,864 and will be \$808,213 in 2031. This lease is under review and can be terminated with the railroad at any time; however, the lease for the pier currently requires this acreage and other contracts would have to be modified.

26. AECOM Construction Administrator (State Pier Infrastructure Improvements Project) as Amended

ACTIVE – The Authority is in the closeout stages of its contract with AECOM, its Construction Administrator (owner’s representative) for the State Pier Infrastructure

Improvements Project. All physical work has been completed, and the final payment is being negotiated. This contract is expected to close in the next quarter.

27. 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.

28. 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.”

29. AECOM Permitting (State Pier Infrastructure Improvements Project) as Amended

INACTIVE – 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.

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

INACTIVE – 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. See Item #4 for the current agreement for the New Haven Harbor Improvement Project.

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

INACTIVE – The Authority and Buckeye entered into a Memorandum of Understanding (MOU), effective September 10, 2025 for the application of a Port Infrastructure Development Program (PIDP) grant administered by Maritime Administration (MARAD). The application was 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 was 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. The Authority was notified in April 2026 that the grant application was not selected. This non-selection terminated the MOU and subsequent discussions were had with the Maritime Administration (MARAD) for feedback. A new application was submitted for the 2026 NOFO (see Item #3 above).

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. The program provides matching grants for municipalities and private entities along Connecticut’s waterfronts to support infrastructure improvements that benefit public access, commercial activity, environmental stewardship, and long-term coastal resilience.

At a Special Board Meeting on January 16, 2026, the Board of Directors approved proposed revisions to the SHIPP policies and procedures, as published in the [Connecticut Law Journal VOL. LXXXVII No. 23](#) on December 2, 2025, which addressed 2025 updates to the SHIPP legislation ([Public Act 25-65](#)). These new policies and procedures were used for SHIPP Round 5, which concluded in quarter 1 of CY 2026. They will also govern SHIPP Round 6. The online application for Round 6 will open September 1, 2026 and will close at 11:59pm on September 30, 2026. The same review procedure as Round 5 will occur, which includes (1) a review by Authority staff, (2) recommendations made to the SHIPP Review Committee that includes staff and Board members, and (3) Review Committee recommendations made to the full board for their consideration.

Initiated in 2017, the first five (5) rounds of the SHIPP grants resulted in over \$26 million being granted to 67 projects spanning 31 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 Private Entities	Number of Projects	Amount Funded	Amount Expended
Round 1	11/29/2017	16	N/A	16	\$4,011,650	\$3,519,890
Round 2	4/16/2021	6	N/A	8	\$2,956,200	\$2,007,854
Round 3	4/06/2023	6	N/A	9	\$5,043,856	\$4,364,615
Round 4	4/11/2025	14	N/A	17	\$10,352,918	\$1,540,060
Round 5	3/24/26	10	3	18	\$3,769,107	\$13,780

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 projects Sunrise Wind and Revolution Wind. In January, Revolution Wind and Sunrise Wind filed preliminary injunctions against a lease suspension order that was issued in December 2025. The preliminary injunctions were granted by a US federal court allowing Revolution Wind and Sunrise Wind construction to resume. As of March 13, 2026, Revolution Wind began delivering power to the grid and is more than 90% complete. Sunrise Wind construction is underway with nearly 50% complete as of April 2026. However, federal government activity has halted offshore wind projects and related litigation is ongoing.

Ørsted is currently considering potential future sub-sub leasing opportunities.

At the January 27, 2026 meeting of the Board of Directors, the Board authorized the Executive Director to execute a Memorandum of Understanding (MOU) with Gateway New London LLC for reimbursement of costs associated with the training of New London's ILA workforce for work at State Pier for up to \$100K or 50% of costs per year. Workforce training benefits the enhancement of safety and operations at State Pier and is an ongoing need. The MOU was executed on June 8, 2026.

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 has not occurred yet and is still pending. 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 had maintenance dredging performed in October 2025. 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.

At the Authority's Special Meeting of the Board of Directors on March 24, 2026, the Board authorized the Authority's Executive Director to enter into a Project Partnership Agreement with the Department of the Army for payment of funds as the non-federal sponsor for the project. These funds were authorized by the State Bond Commission in December 2025. The Project Partnership Agreement was executed on April 21, 2026. A link to the press release can be found on the Authority's website at <https://ctportauthority.com/dredging-connecticuts-waterways/>.

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. You can find a link to more information on the projects on the Authority's website at <https://ctportauthority.com/dredging-connecticuts-waterways/>.

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

During the reporting period, the Authority advanced a wide range of marketing and outreach efforts to promote Connecticut's maritime communities, strengthen partnerships, and support economic development.

Key activities included site visits and stakeholder engagement, such as touring Global Partners' terminal and the New Haven Terminal, along with follow-up discussions on Community Benefit Agreements. The Authority also worked closely with DEEP and the U.S. Army Corps of Engineers on beneficial use opportunities and participated in meetings regarding dredging in Bridgeport and Black Rock Harbors.

To support funding and project development, the Authority attended Port Infrastructure Development Program (PIDP) webinars and a federal funding session hosted by Senator Murphy focused on the Coast Guard Museum pedestrian bridge. Industry engagement included meeting with Collective Oyster Recycling & Restoration (CORR) and participating in port security meetings across shoreline regions. Additionally, a second PIDP grant application was sponsored by the Authority on behalf of Buckeye Terminals in Groton.

Workforce development and public education remained priorities, with staff conducting Junior Achievement career trainings, hosting the Coast Guard Auxiliary "Suddenly in Command" course, distributing boating safety materials to Coast Guard Auxiliary flotillas, and recruiting three interns. A How to Call for Help sticker was also developed and distributed.

The Authority expanded its leadership role by joining the advisory board of the Women in Transportation Seminar and the Board of Directors of the Connecticut Blue Economy Coalition. Outreach efforts also included participation in the *Transportation Showcase: Connecticut on the Move*, the North Atlantic Society of Oceanic History, and helping with planning and hosting the annual North Atlantic Ports Association meeting in New London.

Additional engagement included touring Sikorsky with state leaders, presenting to the Commodore's Council, meeting with UConn's Connecticut Transportation Institute, attending a Coast Guard Search and Rescue Safety Meeting, and conducting a SHIPP Blue Carpet roll-out event. Events and additional tourism content were shared twice per week through the Authority's social media channels.

Together, these efforts demonstrate the Authority's continued commitment to elevating Connecticut's maritime profile, strengthening partnerships, and advancing economic and workforce opportunities statewide.

During this quarter, the Authority hosted a site visit at State Pier with members of the U.S. Environmental Protection Agency (EPA) Clean Ports team to view the site for shore power connections for the New London State Pier Shore Power Project. The visit included attendees from the EPA, Orsted, Enstructure, New Haven Port Authority and Connecticut Port Authority. The Authority continues its regular check-in calls with the EPA, Orsted and Mintz + Hoke who provides community engagement support for the project. Mintz + Hoke continues to execute on their deliverables which includes updates to the Communications Plan for the project, creation of quarterly posts for the Authority's social media channels, and updates for collateral and the project landing page on the Authority's website ([Shore Power – Connecticut Port Authority](#)). Shore Power Project Community Outreach and Communications Efforts that occurred during this quarter included: Michael O'Connor speaking at the Southeastern Council of Governments (SECOG) monthly meeting in April; [Michael O'Connor's interview on the Pete Mezzetti show on Connecticut's shoreline public access channel in May](#); distribution of Shore Power Project collateral in giveaway bags for the Chamber of Commerce of Eastern Connecticut's annual golf tournament; and Michael O'Connor speaking at the North Atlantic Ports Association annual meeting.

Throughout the quarter, Executive Director Michael O'Connor continued to meet with local, state and federal leaders. Monthly highlights include the following activities: In April, he gave a presentation to the CT Society of Civil Engineers at the U.S. Coast Guard Academy, attended the CT Maritime Association (CMA) Annual Meeting, toured the Marine Science Magnet High School of Southeastern Connecticut, and met with businesses including Global Partners, Deloitte & Touche, and Electric Boat. In May, he gave a presentation to the American Society of Nondestructive Testing (ASNT) and American Welding Society (AWS) in Groton, attended the EPA Clean Ports site visits in New Haven and New London, met with Orsted & Enstructure to continue discussions of sub sublease options for State Pier, met with ILA Local 1411, attended a site visit of Stratford Army Engine Plant with DEEP and Stratford Waterfront and Harbor Commission, met with Stratford Mayor Chess, attended the United State Merchant Marine Academy (USMMA) Memorial Service on National Maritime Day in New London, attended the Long Island Sound Blue Plan Advisory Quarterly Meeting, met with Electric Boat and Cross Sound Ferry, and attended a meeting at the Connecticut Transportation Institute at UConn. In June, he attended and spoke at the North Atlantic Ports Association Annual Meeting hosted in New London, gave a presentation at Bennie Dover Jackson Multi-Magnet Middle School, presented at the Authority's Annual Public Hearing in Westport, presented a SHIPP grant award to Old Saybrook, attended the United Illuminating Resiliency Expo, attended the Eastern Chamber's "State of New London" breakfast, and met with leaders throughout the month including Senator Cohen, Senator Marx, Senator Osten, Representative Gaiewski, Representative Nolan, Deputy Commissioner and Chief Manufacturing Officer Patel, Norwich Mayor Singh, Montville Mayor Bunnell, Haddam First Selectman Donlan, the Connecticut Division of the Federal Highway Administration, and the New England Regional Dredge Team.

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

The Authority currently has five full-time staff (Executive Director, Finance Director, Office Manager, and two Community Liaisons), one part-time staff (Fiscal Administrative Assistant) and three Summer Interns. At the April 28, 2026 Board of Directors meeting, the Board approved updates to the position description for the Fiscal Administrative

Assistant to increase the position's hours from 20 to 30 hours per week to provide additional fiscal and administrative support for grants, SHIPP and other projects.

During the quarter, the Authority hired three (3) Summer Interns to support maritime education of our next generation and involve them in promoting the Authority's mission of growing Connecticut's maritime economy. The Summer Interns are engaged in projects where they will gather and analyze data on transportation, the maritime economy, maritime prosperity zones, abandoned boats and other related topics. They have been attending meetings and events with staff and will continue to have the opportunity to connect and collaborate with local maritime communities, business organizations and state and local governments throughout their internship.

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 \(Jul 1, 2026 13:53:06 EDT\)](#)

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Title: Executive Director

Date: July 1, 2026