

**CONNECTICUT MARITIME COMMISSION (CTMC)
REPORT OF MEETING (Mtg. #12-09)
16 December 2009**

Location of Meeting: ConnDOT Headquarters Building
2800 Berlin Turnpike
Newington, CT

Attendance:

Commissioners

Present

Commissioner Joseph Marie
Commissioner Amey Marrella
Commissioner Joan McDonald
Vincent Cashin
Tom Dubno
G.L. "Doc" Gunther
John Johnson
Linda Krause
John Opie
Larry Miller
Joe Riccio
John Wronowski

Absent

Robert Genuario
Kevin Kelleher
Joseph P. Maco
David Shuda

Guests

Chuck Beck	Peter Boynton	Sue Decina	Bill Gash	Mike Keegan	Amy Lappos
Cheryl Malerba	Albert Martin	Maureen Moriarty	Ed O'Donnell	Dave Rossiter	Joe Salvatore
Sean Scanlon	Joel Severance	Judi Sheiffele	Peter Simmons	Bill Spicer	Alan Stevens
Pam Sucato	Brian Thompson	Fred Walters	Grant Westerson	George Wisker	

I. Call to Order:

The Chair, Commissioner Joe Riccio, opened the meeting at 9:34 AM. A quorum of 12 was present. The CTMC members were asked to introduce themselves. The audience was asked to introduce themselves.

II. Review of Meeting Minutes:

The summary report of the November 17, 2009 meeting was reviewed. A motion was made by Commissioner Gunther and seconded by Commissioner Cashin to approve the summary. The motion was approved by unanimous vote.

III Discussion Open to Public

No Public Comments were offered.

IV Old Business:

- A. Dredging Update - Joe Salvatore stated that the Fourth Annual Report Regarding Progress in Developing a Dredged Material Management Plan for the Long Island Sound Region had just been released. The report was compiled by EPA Region 1 and covered the period July 6, 2008 to July 5, 2009. The Report was electronically distributed to the CTMC and interested parties just prior to the CTMC meeting.

Ed O'Donnell and Mike Keegan of the New England District of the Army Corps of Engineers provided an update on dredging projects in CT. The ACOE is currently overseeing 30 channel and anchorage, 32 breakwater/jetty and 19 beach erosion Federal navigational

projects. As Chief of the Navigation Section, Mr. O'Donnell reviewed the status of 12 dredging projects (Clinton, Norwalk, North Cove, Housatonic, Little Narragansett, Mianus, Patchogue, Westport, New Haven, Mystic, Greenwich and Bridgeport). Commissioner Miller asked about anticipated problems dredging New Haven harbor due to the location of the Cross Sound Cable which was laid down the center of the channel. Mr. O'Donnell stated that although it is a complication, working around the cable during the maintenance dredging project should not be a problem. Mike Keegan provided additional details on the challenges relative to dredging approximately 1.8M cy of material out of Bridgeport harbor. Other than obtaining Federal funding for the project, the biggest challenge is the disposal method. Due to the contaminated nature of 1Mcy of the dredge material, open water disposal for that material is not an option. Potential Confined Aquatic Disposal (CAD) cell locations have been identified within Bridgeport Harbor. Material realized from the construction of the CAD cell in Bridgeport might be used to restore the shellfish habitat of Morris Cove in New Haven harbor. The cost of the Bridgeport harbor project is estimated at this time to be \$43M. Federal law requires a local/state cost share of approximately \$5M primarily due to the disposal method. In response to a question from Commissioner Gunther, Mr. Keegan stated that the shellfish fishermen had been consulted on the location of the CAD cell and the habitat restoration plan for Morris Cove and thus far they are supportive. Commissioner Dubno asked about the recent finding of an historic disposal area in the proposed Bridgeport anchorage. Chuck Beck and Commissioner Cashin relayed information that the Coast Guard had provided to the CT Pilot Commission. Adjustments to the boundaries of the anchorage might have to be made. Commissioner Cashin asked if the Bridgeport harbor dredging project could be expedited if the project was reduced in scope by concentrating on the channels leading to the deep draft terminal. Mr. Keegan stated that a reduction in the scope or even phasing the different areas of the harbor could be done but doing so would not be cost effective. The design of the CAD is for all of the unsuitable harbor material. Once the CAD cell is closed it could not be used again during subsequent phases. A table showing the estimated cost of each of the 12 dredging projects was part of the presentation. The total cost for all of the projects is approximately \$104.3M. In response to a question from Vice Chairman Johnson, Mr. O'Donnell stated that the New England District of the ACOE gets approximately \$40M per year for navigation projects of all types. A copy of the Power Point presentation was obtained to be electronically distributed to the CTMC and interested parties.

Mr. Keegan provided an update on the status of the Long Island Sound Dredge Material Disposal Plan (LIS DMMP). The DMMP will take a regional view towards determining dredge material disposal options over a 20-30 year horizon. The completed document will identify baseline and recommended management options for all Federal navigation dredging projects in LIS. The LIS DMMP document will also identify an array of suitable/feasible environmentally acceptable management plans that will meet or exceed non-Federal dredging disposal needs. The study area goes from the western end of LIS east to Washington County, RI. Mr. Keegan stated that the LIS DMMP preliminary assessment had been approved in June 2006. Phase I of the LIS DMMP has been completed. Phase II has nearly been completed. Details on what is included in a DMMP as well as the methodology were contained in the aforementioned Power Point presentation. Information on the LIS DMMP is also available on the New England District of the ACOE web site at the following link: (<http://www.epa.gov/region01/eco/lisdreg/lisdmmmp.html>). The Chairman complemented Mr. O'Donnell and Mr. Keegan for their presentation and the work being done by the ACOE to move dredging projects along in CT. He also stated that despite the agreement by NY and CT to conduct a LIS DMMP, the project was not initially funded until intervention by key members of the CT Congressional delegation, specifically Senator Lieberman and Congressman Shays. The Chairman referenced an article in the meeting package that covered a recent meeting of American Association of Port Authorities (AAPA) officials with members of Congress. The meetings all involved funding for maritime infrastructure projects with use of "green" technology or "green" benefits as a central theme. The Chairman asked if the green theme had any affect on the ACOR navigation projects. Mr. O'Donnell responded in the affirmative. Beneficial reuse of dredge materials is a key component of every project

and provided some examples. In response to a question on the use of innovative technology, Mr. Keegan stated that at present the cost of disposing of dredge material through the use of innovative technology (such as chemically treating, burning, blending, etc) is approximately \$140 per cy as opposed to \$15-20 per cy for open water disposal. There are also limitations on the quantities of dredge materials that can be handled through known innovative technology methods.

- B. Economic Impact Study (EIS) – Bill Gash stated that the draft EIS commissioned by the CMC has been completed. Mr. Gash provided a quick summary of some of the findings. The CT maritime dependent industries accounted for over \$5B in business output, over 30,000 jobs and approximately \$2.7B in GDP within the state in 2007. As a consequence of these direct, indirect, and induced economic effects within the statewide economy, maritime industries annually accounted for over \$56M in taxes paid to local communities; \$54M in State tax revenues, and over \$224M in Federal tax revenues. The draft report concludes that by 2012, lack of effective maintenance and new dredging could cost the CT economy \$726M in business output; 4,800 jobs and \$256M in household income annually. These economic losses would also mean a loss of \$7.3M in local tax revenues, \$7.8M in state tax revenues, and \$34M in Federal tax revenues. Mr. Gash provided copies of the draft EIS on a CD to the CTMC Commissioners and solicited their review. He asked for comments/recommended edits to be provided to him within 30 days (NLT 15 January 2010). The goal is to have the final EIS completed by the end of January 2010.
- C. LIS AMSC Update –Nothing new to report.
- D. LIS HSC Update – Nothing new to report.
- E. Coastal Zone Interstate Consistency - Nothing new to report. There has yet to be a response from the CT Attorney General to either of the two letters (November 2006 and September 2008) that had been sent by the CTMC requesting assistance in determining if the State of NY was overreaching its authority to conduct a Coastal Zone Consistency review of CT dredging projects.

V New Business:

- A. Connecticut Economic Strategic Plan Presentation – DECD Commissioner Joan McDonald provided information on the genesis and status of the recently released Statewide Economic Strategic Plan (ESP). The ESP was created as a result of legislation passed in May 2007. PA 07-239 required DECD to develop a long term plan that project 5, 10, 20 years into the future. At that time unemployment was 4.2%. There were approximately 1.6M jobs in CT and rumors of problems with the subprime mortgage industry were just beginning. Two years later, CT has an unemployment rate of 8.8% (as compared to 10% nationally). A consultant was hired and public hearings centered on the “business clusters” were held in 2008 to gather information. Commissioner McDonald stated that CT has advantages such as a strong healthcare industry. CT is nationally recognized as a technological hub with a talented and educated workforce as well as strong financial services/venture capital. CT is #2 among the 50 states in science and technology, #4 in the education level of its workforce, #2 in high wage trade jobs and tied with SC as #1 in job growth in the foreign investments. One of the biggest challenges for CT is the population demographics. The over all population of CT has been flat for the last 10 years but aging. In other words, young people have been leaving the state. Other issues include not enough affordable housing, insufficient mass transportation and fragmented/duplicative municipal services. There have been recent positive changes such as Federal/State partnerships on responsible growth related issues. However, the current recession will last until there are two quarters of positive growth which is not expected until after the 2nd quarter of FY 2010. CT has lost approximately 88K jobs thus far and could lose up to 110K jobs before things turn around. Unemployment numbers hide the fact that many businesses have cut hours thus salaries to avoid layoffs:

Commissioner McDonald advised that the ESP was accessible on the DECD web site (http://www.ct.gov/ecd/lib/ecd/connecticut_esp-final.pdf). Commissioner Mc Donald stated that overall, the ESP is articulated in three distinct yet related public policy arenas: Talent and Technology, Cultivate Competitiveness and Responsible Growth. Each is associated with a list of proposals to advance the State's economic position. Commissioner Mc Donald gave a couple of examples of the proposals. One is to create a \$25M marketing fund to recruit international technology businesses to locate their US headquarters in CT. Another is to reform the State's budget process and re-examine the state's tax structure. Another is to reduce the number of state legislators possibly through increasing "regionalism". Another is to create a statewide Connecticut Port Authority as well as a Maritime Investment Fund. Commissioner Mc Donald concluded her remarks by stating that the next steps are to prioritize the recommended actions and conduct the appropriate cost analysis. She also informed all that there were several more public hearings scheduled to be held relative to the ESP. Information on the public hearings can be found on the DECD web site (<http://www.ct.gov/ecd/site/default.asp>) specifically at (<http://www.ct.gov/ecd/cwp/view.asp?a=1104&q=451580>).

Commissioner Gunther asked about the draft legislation contained in the meeting package that would create the Connecticut Port Authority. He used the recent legislative attempt to subjugate the local port authorities under the CTDOT to voice his concern for what appears to be another attack on local control of local matters without the proper vetting process. Commissioner McDonald stated that the ESP as well as the draft statewide port authority legislation were only drafts and written from an economic development perspective. She stated that the DECD opinion is that closer coordination of the three deep draft ports would result in better efficiencies thus a better competitive advantage for the state. The statewide port authority could very well be a matter of giving the current CTMC greater authority and powers. As it stands now, the state does not have any mechanism to issue debt or collect fees relative to the maritime sector. Vice Chairman Johnson voiced his agreement with Commissioner Gunther's concerns. He stated that the draft legislative proposal was too far down the road. Building a statewide port authority based on port authorities in neighboring states was not a good idea. He questioned how the proposed port authority would support itself since most all of the port facilities were privately owned. He reminded all that the state had already proven that it has no appetite to buy port facilities and used the missed opportunity to purchase the Coastline Terminal in Bridgeport. Commissioner Johnson concluded by stating that Hartford doesn't recognize the potential of the ports particularly the legislative leaders who all hail from landlocked districts. He can not support the creation of a statewide port authority at this time. Commissioner McDonald agreed with the lack of understanding of the CT ports on the part of the legislators. She countered the Vice Chair's conclusion by stating that there would be more strength to get things accomplished through a statewide port authority. Vice Chairman Johnson disagreed, offering that it would be better to give a greater voice to existing maritime related organizations such as the CT Maritime Coalition, the CT Maritime Trade Association and the Harbor Masters. Commissioner McDonald countered that the organizations listed are not positioned well as economic drivers in their present form. A CT Port Authority would improve the competitiveness of the state's ports. The Chairman applauded the concept of a statewide port authority but added that the draft legislation presents the worst example of how it should be done. If the CT ports are to prosper there needs to be an element of governance/coordination over all of the ports beyond changing winds of politics. The public usually understands the role of a port authority but not so with the politicians. There were some additional questions and answers related to the status of eminent domain authority (which local port authorities have), the need for a long term infrastructure plan like the other modes of transportation, the need for port related/maritime related fees to be used for maritime issues vs the general fund, and whether or not CZM and other CTDEP issues should be part of the maritime section of the ESP. Commissioner Dubno reminded all that prior to the CTMC there was a CT Port Authority and it failed/was replaced by the CTMC. Commissioner McDonald stated that perhaps there is too much focus on the particulars of a statewide port authority at this time vs the goals and

objectives. Commissioner Gunther asked that updates on the ESP particularly the statewide port authority concept be provided to the CTMC at the monthly meetings as an agenda item. In response to a question from the Chairman, Commissioner McDonald agreed to have her designee provide such an update. A recommendation was made to include representatives from the existing local port authorities as well as the CTMC in any discussion relative to a statewide port authority.

- B. Annual Report – The Chairman brought to the attention of all a draft 2009 Annual Report that had been distributed as part of the meeting package. The draft included information up to the November 17, 2009 meeting. He asked if there were any comments or recommended changes/edits thus far. None were offered. The Chairman stated that the results of today’s meeting would be added to the draft Report, distributed for comments and then voted on at the January 2010 meeting.

VI Date of Next Meeting:

It was announced that the next meeting of the CTMC would be at the **Annual Meeting and would be held at the CTDOT HQ building in Newington, CT at 0930 on Wednesday January 20, 2010.**

VII Adjournment:

Prior to adjournment, Commissioner Miller wished all a Happy Holiday Season. The Chairman thanked the State Agency Commissioners for making the effort to attend the meeting and reiterated the holiday wish. A motion to adjourn was made by Vice Chairman Johnson, seconded by Commissioner Dubno and passed by unanimous vote. The meeting adjourned at 11:20 AM.

State Economic Strategic Plan Informational Forums

Date and Time	Location - with link to directions (Use the hyperlinks below for additional detail)
Tuesday, December 8, 2009	6:00 - 8:00 pm - Norwalk Community College, East Campus - General Re Forum, Norwalk
Thursday, January 7, 2010	6:00 - 8:00 pm - Central Connecticut State University - Vance Academic Center 105, New Britain
Thursday, January 21, 2010	6:00 - 8:00 pm - Northwest Connecticut Chamber of Commerce, Torrington
Monday, January 25, 2010	6:00 - 8:00 pm - Otis Library, The Community Room, Norwich