



# STATE OF CONNECTICUT

## DEPARTMENT OF TRANSPORTATION

### CONNECTICUT MARITIME COMMISSION

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September 16, 2010

Mr. Bruce Alexander  
Chairman  
State of Connecticut  
Transportation Strategy Board  
c/o Office of Policy and Management  
450 Capitol Avenue  
Hartford, CT 06106-1379

Dear Chairman Alexander:

On behalf of the members of the Connecticut Maritime Commission (CTMC), of which you are a member, I would like to thank you for your letter dated September 7, 2010 requesting input to the revised State Transportation Strategy. There are several issues that the CTMC would like to offer as updates. There are other issues that the CTMC would like to offer for your consideration.

The following are updates to existing statements in the 2007 State Transportation Strategy:

- o Expedite the long overdue dredging of Bridgeport harbor.

After approximately 10 years of effort, the New England District of the Army Corps of Engineers (ACOE) has completed the planning phase for the Contained Aquatic Disposal (CAD) cell in Bridgeport Harbor. A draft Bridgeport Harbor dredge material management plan needs to be finalized and approved. The CAD cell will be the primary disposal method for approximately 1 million cubic yards of the contaminated sediment removed from the Federal designated channel/harbor. The total Bridgeport Harbor dredging project is estimated at \$43 million. The Federal government is responsible for most of the cost. The local/state share of the project is approximately \$7 million.

- o Support continued federal funding for development and completion of a Dredged Material Management Plan for Long Island Sound.

As a result of the CTMC leadership meeting with staff members of the CT Congressional delegation, the New England District of the ACOE has received Federal appropriations to advance the Long Island Sound Dredge Material Management Plan (LIS DMMP) the last two fiscal years. The ACOE received \$3.525 million in FY 2008 and \$1 million in FY 2009. It is expected that another \$2.89 million will be provided in FY 2010. The estimated cost for completing the LIS DMMP is \$13-15 million. The ACOE has completed a dredging needs study for the ports, rivers and facilities located within the Long Island Sound area. Reviews are presently being conducted relative to the LIS DMMP such as cultural, environmental and upland placement. A working group consisting of CT stakeholders will soon be established to assist in developing screening criteria.

- o Review the feasibility and viability of the proposed Bridgeport to New York feeder barge service. Entertain, and potentially fund, proposals for feeder barge services from ports other than Bridgeport.

The Memorandum of Agreement between the Department and the Bridgeport Port Authority to initiate a feeder barge service between New York City and Bridgeport was allowed to expire on April 30, 2009. There have been inquiries from two different private organizations interested in

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establishing a short sea shipping route (feeder barge system) to Connecticut's other two deep draft ports; New Haven and New London. There are presently no plans in place or any request for local or state funding for such a service.

- Determine the State's role in the funding and prioritization of dredging projects.

The CTMC submitted legislation to create a state fund to support infrastructure improvements to Connecticut's ports and waterways. PA 08-101 was passed and established a Harbor Improvement Account (HIA). The HIA is designed to provide funds to facilitate dredging projects and other harbor infrastructure improvements in support of or at times in place of Federal funds. Unfortunately, no funding has been put into the account by the Connecticut Legislature. With guidance from the Department, the CTMC has taken on the responsibility of prioritizing dredging projects competing for the limited dollars available. Criteria has been established and made known to the Connecticut Congressional delegation to facilitate a regional approach to solving local maintenance dredging needs

- Complete the rail link to the Port of New Haven and evaluate the potential for improved rail connections to the state's other commercial deep water ports.

The rail line across the Tomlinson Bridge and along Water Street has been completed. Budgetary constraints caused the Department to postpone completion of the rail line connections to the individual terminals in the Port of New Haven. Rail access to the State Pier in New London already exists but is underutilized. Rail lines to the port facilities in Bridgeport were removed years ago and would most likely face strong opposition from environmentalists and neighborhoods to re-establish.

The degree of accessibility to Connecticut ports and waterways is controlled by the depth of the navigation channels. Most, if not all of the ports' channels have an authorized depth established by Congress. It is the responsibility of ACOE to maintain the authorized depth of a channel, commonly referred to as the controlled project depth. The ACOE receives funding from Congress for specific projects. However, Congress does not provide the ACOE with enough funding for all the project needs within any specific fiscal year. Additionally, some projects have a local cost share. Thus, the CTMC asked the Connecticut Maritime Coalition (CMC) to conduct an Economic Impact Study (EIS) of the maritime industry on Connecticut's economic health. The study should serve as a baseline for acquiring Federal funds for maintenance dredging projects. With funding assistance from the Connecticut Department of Economic and Community Development, the CMC contracted with a consultant to conduct the EIS. The study documents that Connecticut's maritime-dependent industries, their suppliers and related economic activity (total direct, indirect, and induced effects) accounted for over \$5 billion in business output within the State of Connecticut; more than 30,000 jobs; approximately \$1.7 billion in household income; and \$2.7 billion in State GDP. Furthermore, as a consequence of these direct, indirect, and induced economic effects within the statewide economy, maritime industries annually account for over \$56 million in taxes paid to local communities, \$54 million in State tax revenues, and over \$224 million in Federal tax revenues. The EIS is available in its entirety at [http://www.ctmaritime.com/final\\_conn\\_maritime\\_report\\_051810.pdf](http://www.ctmaritime.com/final_conn_maritime_report_051810.pdf). The New England District of the Army Corps of Engineers has placed the maintenance dredging needs of the state's ports and waterways at approximately \$104.5 million dollars. Thus, it is recommended that the revised State Transportation Strategy emphasize the need for State and Federal elected leaders to press for and provide maintenance dredging and other maritime infrastructure project funding. Additionally, the State Transportation Strategy should fully support funding of the Harbor Improvement Account (HIA) created by the Connecticut Legislature by PA 08-101. The HIA is intended to provide required local share funding to Federal harbor improvement projects as well as fund projects that are the wholly the responsibility of the state. A list of some of the priority projects is enclosed.

The Maritime Highway has gone from a concept a few years ago to reality more recently. Four months after unveiling the America's Marine Highway Program, the U.S. Maritime Administration (MARAD) initiated a plan to move more cargo on the water rather than on crowded highways. On August 11, 2010, U.S. Transportation Secretary Ray LaHood announced his selection of marine highway corridors with an initial eight projects and six initiatives along the corridors that will be eligible for federal assistance under the program. One of the marine corridors passes along Connecticut's coast. Connecticut has one project still in contention for MARAD grant funding.

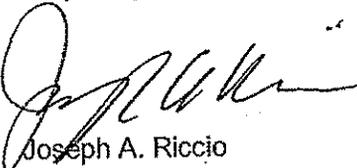
The **Cross Sound Enhancements Project** submitted by the Connecticut Department of Transportation on behalf of the Cross Sound Ferry Company will improve ferry capacity and reduce environmental impacts by upgrades to three passenger vehicle/ferries operating between New London, CT, and Orient Point in Long Island, NY. The **New Jersey Marine Highway Initiative** will assess the feasibility and opportunities to develop a network of Marine Highway services such as feeder barge systems within New Jersey and between New Jersey and ports in New York, Massachusetts, Rhode Island, Connecticut, Maryland and Virginia. The CTMC strongly recommends that the revised state transportation strategy contain pro-maritime highway language.

Lastly, the state transportation plan might want to address an issue raised in the Connecticut Economic Strategic Plan which was drafted by the Department of Economic and Community Development and released by the Governor's office last September. The issue is whether or not a statewide port authority should be established as a means of coordinating the three deep draft ports as well as general aviation facilities. The CTMC was asked for input but has not reached a consensus at this time. The CTMC recently agreed to send a letter to DECD requesting that no action relative to creating a statewide port authority be taken during the 2011 legislative session.

In summary, the primary focus of the CTMC has not changed since 2007. Maintenance dredging of the state's waterways has remained the primary focus. Maintaining or improving the state's ports and waterways infrastructure should be considered an economic driver. Funding the state's Harbor Improvement Account should be fully supported by TSB and the State Transportation Strategy. Incorporating the use of the Maritime Highway as an integral part of the state transportation strategy is highly recommended. Determining the best governance structure for the state's deep draft ports should be considered but only with deliberate stakeholder involvement.

Thank you for your consideration. Should you have any questions please do not hesitate to contact me at (203) 258-2720, via mail or by e-mail at [jricc23@gmail.com](mailto:jricc23@gmail.com).

Very Truly Yours,



Joseph A. Riccio  
Chairman

Enclosure: Dredging Projects  
Cc: Robert Hammersley

## MAINTENANCE DREDGING PROJECTS

### CLINTON HARBOR, CLINTON

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Quantity: 47,000 cy.	\$ 2.0 Mil.	0

The Harbor will be dredged using a hydraulic machine using a pipeline for placement on the public beach at Hammonasset State Park.

### BRIDGEPORT HARBOR CAD CELL CONSTRUCTION:

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Quantity: 1.5 mil. cy.	0	\$ 7.0 mil.

The CAD (confined aquatic disposal) Cell construction cost for the disposal of unsuitable dredged material includes borings, engineering, development of plans and specifications, mobilization/demobilize, cad construction and cad cap design/cost.

### BRIDGEPORT HARBOR MAIN CHANNEL, TRIBUTARIES, TURNING BASINS, ANCHORAGES:

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Quantity: 1.85 mil. cy.	\$ 43.0 mil.	\$7 mil

530,000 cy. unsuitable, main channel  
570,000 cy. unsuitable, tributaries, turning basins and anchorages  
1,100,000 cy.  
750,000 cy. suitable material in outer harbor, disposal to Central Long Island Sound

### HOUSATONIC RIVER:

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Quantity: 600,000 cy.	\$ 13.50 mil.	\$ 7.0 mil.

This dredged material will be used to re-nourish the beach at Hammonasset State Park. The cost share responsibility is that of the State of Connecticut.

### LONG ISLAND SOUND DREDGED MATERIAL MANAGEMENT PLAN:

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
FY 2010	\$ 8.0 mil.	0

To develop a comprehensive dredged material management plan that identifies and recommends practical and implementable solutions to manage material in an economically sound and environmentally acceptable manner in Long Island Sound. Identify, evaluate and recommend dredged material management alternatives for Corps of Engineers Navigation Projects through a broad based public process that protects the environment based on best scientific data and analysis, while meeting society's need for safe and economical viable navigation for water based commerce, transportation, national security, and other public purposes. Alternatives identified can also be used for other navigation facilities in management of their dredged material. The DMMP will cost an estimated \$12-16 million and has a drop dead date of 2013.

**CONNECTICUT RIVER MAINTENANCE DREDGING:**

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Quantity: 200,000 cy.	\$ 5.0 mil.	0

The Connecticut River is one of the State's most vital waterways. With its entrance near the eastern end of Long Island, it serves (upstream order) recreational harbors and commercial waterfronts in the communities of Old Saybrook, Old Lyme, Essex, Lyme, Deep River, Chester, East Haddam, Haddam, East Hampton, Middletown, Portland, Cromwell, Rocky Hill, Glastonbury, Wethersfield, East Hartford and Hartford. There are approximately 8 bars that require dredging and most of the material may be suitable for Beach Nourishment or disposal at the Cornfield Shoals Disposal Site. The initial funding will start the testing and planning stages.

**NEW HAVEN HARBOR MAINTENANCE DREDGING:**

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Sampling and testing.	\$350K.	0

**STONY CREEK Branford MAINTENANCE DREDGING:**

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Sampling and testing.	\$150K.	0

**GREENWICH HARBOR MAINTENANCE DREDGING:**

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Sampling and testing.	\$178K.	0

**NORTH COVE PHASE 2, OLD SAYBROOK:**

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Quantity: 180,000 cy.	\$ 4.3 mil.	

Continuation of a project that was completed winter of 2008-2009 at a cost of \$4,058,338.00. A \$1.0 mil State Bond issue from CTDEP was provided as a "local share" to transport some of the material to CLIS disposal site as capping material for the Norwalk dredging project. It is anticipated that the same process would be followed.

This dredged material is classified as acceptable open water disposal cap for other less than suitable projects. The material was slated for Cornfield Shoals disposal and due to the capping needs at Central Long Island site, the material will be transported to this disposal site. The capping of dredged material at this site is a Non-Federal responsibility and the cost for transport will have to be shared.

**NORWALK HARBOR PHASE 3:**

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Quantity: 200,000 cy.	\$ 5.6 mil.	0

Norwalk Phase 2 bid on September 4<sup>th</sup>, and was completed during the 2008-2009 dredging season. There were two options for this project; Option 1 complete dredge of 400,000 cy with bid amount \$7.10 mil and Option 2 revised dredge based on Congressional Appropriation provided \$4.50 mil. Option 2 was executed removing 200,000 cy of material leaving another 200,000 cy to be removed as funding is made available.

This project may have a cap requirement. A quantity of 75,000 cy from the North Cove project above will need to be transported to the Central Long Island Disposal site as outlined above.

**ENVIRONMENTAL IMPACT STUDY (EIS) FOR EASTERN LONG ISLAND SOUND DISPOSAL SITE DESIGNATION:**

The purpose is to study and identify practicable solutions to manage dredged material in an economic sound and environmental acceptable manner in Eastern Long Island Sound. The funding request is to USEPA. There is a drop dead date for this study of 2011.

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
	\$ 5.0 mil.	0

**New Projects and Modifications, Reconnaissance or Initial Appraisal**

**NEW HAVEN HARBOR:**

Deep Draft Improvement, outstanding resolution 2007, dredge approximately 5 million cy. from the channel, and 100,000 cy. of ledge rock at entrance to harbor. The Federal Authorized Depth, 1986 40 ft., new depth 42 ft. to 45 ft.

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Reconnaissance Study:	\$ 100,000.00	0
Feasibility Phase:	\$ 500,000.00	\$ 500,000.00

**MYSTIC HARBOR:**

Navigational, Flood Control, Shore Erosion Protection and Beneficial use of Dredged Material at Mystic Seaport.

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Reconnaissance Study:	\$ 100,000.00	0
Feasibility Phase:	\$ 250,000.00	\$ 250,000.00

**NEW LONDON HARBOR:**

Greens Harbor Inner Breakwater Study. An initial appraisal report for the harbor was done in the fall of 2001. The initial report looked at several different lengths and alignments of non-traditional breakwaters (a-frame, concrete pile, etc.). The benefits of this project would minimize/mitigate wave damages on public, private and military shore property and moored vessels along the New London Harbor shoreline. The New London Harbor is a major port servicing the Groton Nuclear Submarine Center of the US Navy

and the US Coast Guard Academy, as well as the US Navy Underwater Systems Laboratory and the Groton General Dynamics Ship Yard. In addition, the Connecticut State Pier and Pfizer Corporation are also located in the New London Harbor. The 2001 report would require updating for the initial appraisal, and then review by the City, State and Army Corps division in NYC.

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Reconnaissance Study: (update 2001 initial appraisal study)	\$ 100,000.00	0
Feasibility Phase:	\$ 250,000.00	\$ 250,000.00

**STONINGTON HARBOR INNER BREAKWATER:**

	<u>FEDERAL</u>	<u>STATE/SPONSOR</u>
Reconnaissance Study:	\$ 100,000.00	0