

FERRY BOAT DISCRETIONARY (FBD) PROGRAM
AMERICAN RECOVERY AND REINVESTMENT ACT
FY 2009, PUBLIC LAW 111-5 ("RECOVERY ACT")
PROJECT APPLICATION

CFDA # 20.205 - Highway Planning and Construction

1. **State:** *Connecticut*
2. **County:** *Fairfield*
3. **U.S. Congressional District No.(s):** *Fourth*
4. **U.S. Congressional District Member's Name(s):** *Jim Himes*
5. **Project Title:** *Water Street Dock and Terminal Ramp Apron Repairs and Emergency/Secondary Ramp & Berth Installation*
6. **Project Location (Service Termini and Ports):**

Water Street Dock and Terminal, 330 Water Street, Bridgeport, CT – At the Bridgeport terminal, the ferry slip is served by a private access road facing the intersection of main Street and Railroad Avenue, both classified as Urban Collectors, and affects nearby Broad Street, also classified as an Urban Collector. The adjacent parking garage is located at the foot of Water Street, which is classified as Urban Minor Collector. According to functional class maps published by the New York State DOT, the Port Jefferson terminal is located adjacent to the intersection of East Broadway, West Broadway and Main Street, the latter two of these being classified as Urban Minor Arterial

7. **Ownership/Operation:** *The terminal is publicly owned by the Bridgeport Port Authority; this terminal was originally built utilizing FBD funding.*
8. **Current and Future Traffic:** *The principal tenant at the Water Street Dock and Terminal is the Bridgeport-Port Jefferson Steamboat Co. (the "Ferry Co."), which operates a year round transit link to more than 1.4 million passengers and vehicles (116,666/month, annual average) between Bridgeport, CT and Port Jefferson, Long Island, NY. The Water Street Dock and Terminal is also the future landing for the Bridgeport High Speed Ferry service ("High Speed Ferry"), a project funded by FBD monies. The High Speed Ferry is currently in start-up operations (there is an open RFQ for Ferry Operators due at the end of May 2009). The High Speed Ferry proposed routes include daily service between the ports of Bridgeport, Stamford, Connecticut and mid-town Manhattan (New York) and intends to capture approximately 5% of the existing highway commuter traffic to those employment/entertainment centers.*

Proposed Work: *The project is for construction of a new emergency/secondary offload ramp/berthing facility and upgrade of existing loading ramp/apron at the Water Street Dock and Terminal. There is no secondary off/on-loading capability at the Water Street Dock and failure of the existing ramp/apron would effectively shut down the existing Ferry Co. service for an unknown period of time. The Water Street Dock and Terminal is also the proposed loading and berthing site for a new High Speed Ferry service and a emergency/secondary ramp would also be available for that operation, if needed. The existing ramp apron used for loading the Ferry Co. is deteriorating both on the surface and within the metal infrastructure from daily use and marine conditions. The project would rebuild this apron utilizing newer materials and products specifically engineered for daily vehicular use and the marine environment.*

9. **Total Project Cost:** \$2,263,000
10. **Amount of Federal FBD Funds Requested (up to 100% of project cost):** \$2,263,000
11. **Commitment of Other Funds:** none
12. **Previous FBD Funding:** none for this project
13. **Future Funding Needs:** none anticipated for this project
14. **Project Purpose & Benefits:** *To perform necessary maintenance improvements to the existing ramp apron, deteriorating due marine conditions and daily vehicle use and to provide a secondary (emergency) access ramp capable of loading and offloading an existing passenger ferry vessel in the event of failure of the existing access ramp; such access ramp also to serve as an emergency berth for ferry-type vessels in the event of emergencies such as natural disasters (i.e. hurricane).*
15. **Potential Job Creation and Economic Benefit:**

The construction project is expected to create a total of 100 jobs in a variety of skills for a 9 month period (full time equivalent jobs calculated at 270 days X 15 people daily = 4,050 man days)

Completion of the project will allow for 10 permanent jobs to be created and not less than 30 jobs to be retained at the Water Street Dock and Terminal.

16. **Project Administration:** *The project will be administered by the Bridgeport Port Authority*
17. **Project Schedule:**

Sept '09 – Jan '10; complete design/permitting process (local zoning approval, State DEP permits)

Dec '09 thru Feb '10 – advertise construction, award contract, construction work commences

Mar '10-Nov '10 – construction activities, completion of all construction

18. Estimated Construction Award Date: *January 2010*

19. Estimated Construction Completion Date: *December 2010*

20. Is the project within an economically distressed area as defined in the Recovery Act? *The subject site is located in the City of Bridgeport, Fairfield County, Connecticut. Bridgeport is Connecticut's largest city with an estimated population of 130,700+ (US Census, 2007 estimates). The unemployment rate in Bridgeport is 11.6% versus a statewide average of 7.5% and a national average of 8.5% (CT Dept of Labor, March 2009). The median household income for Bridgeport is \$39,684 versus the median household income for Fairfield County of \$78,353 and the median household income for the State of Connecticut of \$65,496 (U.S. Census, 2007 estimates).*

21. D-U-N-S Number(s) for recipients and subrecipients: *837861392*

22. Confirm that the recipient and any subrecipients have a current registration in the Central Contractor Registration and the recipient has systems and internal controls that allow it to separately track and report Recovery Act funds (this applies even if the Recovery Act funds will be used to fund an existing project/activity):

The recipient has been registered with CCR since November 2004; this registration was last updated on 5/12/09. There will not be any subrecipients.

The Bridgeport Port Authority has been the recipient of several Federal grants including an EDA grant (\$2.0 million, #01-49-03936), Homeland Security grants (Rd 3 @ \$2.977 million, #HSTS04-04-G-GPS303; Rd 5 @ \$1.378 million, #2005-GB-T5-0094).