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STEVEN M. LOEB, ALTERNATE
MICHAEL PENSIERO, ALTERNATE

**CITY OF STAMFORD, CONNECTICUT
HARBOR MANAGEMENT COMMISSION**

Minutes of July 21, 2015

DRAFT

A Scheduled Meeting was held on Tuesday, July 21, 2015 at the Stamford Government Center – Training Room, 6th Floor.

Called to order at 6:33 p.m., Chairman Ortelli presiding.

In Attendance:

Commissioners: Dr. Damian Ortelli; Robert Karp; Paul Adelberg; Robert J. Strada; Ray Redniss; Griffith Trow; Alternate; Steven Loeb

Staff: Eric Knott, Harbor Master; Yale Greenman, Deputy Harbor Master; Sgt. Bob Monck, Stamford Police Dept.; Geoff Steadman, Consultant

Absent: Commissioners Jeffrey Saunders and Michael Pensiero (Alt.); Frank Fedeli, COS; Sean Elumba, Marina Supervisor

Guest: Norman Cole, Land Use Bureau; Barry Michelson, Zoning Board; Randy Dinter, Save Our Boatyard; Ted Ferrarone and Max Haub, BLT/Harbor Point

1) Review and Approval of June 16, 2015 Meeting Minutes.

Commissioner Adelberg moved to approve June 16, 2015 Meeting Minutes.

Seconded by Commissioner Trow. Approved Unanimously

2) Chairman's Report: D. Ortelli

- a) Status report on HMC's request for a "cleaner boat" for picking up debris in the harbor. See attached BOR Resolution 3749. Several grant opportunities are being pursued.
- b) Discussion on Davenport Landing Conference will be held 8/19/15 at 10:30am in Hartford with DEEP Hearing Officer Deshais in preparation for a public hearing to be scheduled in Sept. As a pre-hearing, the meeting on 8/19 allows comment only from the applicant. Consultant Geoff Steadman will be attending.

5) Old Business: (taken out of agenda order). Note: Commissioner Redniss recused himself on the following discussion:

- Responding to Dr. Ortelli's invitation to attend, Norman Cole, Land Use Bureau Chief, discussed consultant draft reports "Boat Yard Comparative Study" by Barmello, Ajamil & Partners and Marine Tec, dated July 12, 2015 (see attachments). The Commission posed to Mr. Cole many questions and comments and extensive discussion transpired on a wide range of issues relating to BLT's proposals for relocating repair, storage and other services of the former 14-acre YHW site to Davenport Landing and 205 Magee Ave.

3) Staff Reports:

- a) **Financial** – Frank Fedeli not present– no report.
- b) **Harbor Master** – E. Knott
See attachment for HM's report.

4) Committee Reports:

Safety – R. Strada. Did not meet. Commissioner Strada reported receiving approval from the Army Corps of Engineers to mount a security camera at the moveable hurricane barrier in the East Branch. Four other locations are also being considered. A funding grant for these cameras expires in August. Sgt. Monck said no alternative site for relocating the city's marine police ops base has yet been determined.

Applications – G. Trow. Committee met June 22, 2015. Commissioner Trow presented the following for the Commission's review:

- CT-DEEP OLISP COP application for maintenance dredging east branch Stamford Harbor off 181 Harbor Drive, Brewer Yacht Haven Marina, at the head of the East Branch of the harbor, directly north of Jack Island.

Consultant Steadman discussed the maintenance dredging that will take place in three different areas. No decision yet on where the dredged material will be disposed. The Application Committee generally supports this application finding it consistent with the HMP. Additional comments as follows: 1) It is a policy of the HMP to encourage timely and environmentally sound maintenance dredging as needed to maintain viable water dependent uses; 2) docks, floats and piers should be set back sufficient distance from the federal channels to avoid interference; and 3) the applicant should provide pre and post dredging surveys to insure the docks are reinstalled in their proper locations.

Commissioner Karp commented in the interest of full disclosure his property is listed as one of the adjacent properties, located at 139 Downs across from this Marina. He did not feel there are any conflicts of interest and can evaluate the application objectively and impartially.

Commissioner Redniss moved for Commission support of the application per comments and findings as drafted by Steadman. Seconded by Commissioner Adelberg. Approved Unanimously

- Discussion was held on a "Flood Preparedness and Evacuation Plan" for Davenport Landing and Stamford Landing prepared by Fuss & O'Neil dated May 8, 2015 on behalf of BLT as part of its plans to redevelop these two parcels. In addition to a relocated boatyard facility at Davenport Landing, also being proposed are mid-rise residential buildings for both sites.

See attachment of Applications Review Committee minutes draft.

Planning/Moorings – S. Loeb. No meeting, no report.

Harbor Management Plan Review – Ray Redniss. No meeting, no report.

5) Old Business....continuation:

- a) Zoning Board Member Barry Michelson addressed the Commission, urging it to communicate in writing its comments and concerns to the Zoning Board regarding the various draft analyses prepared by the Board's consultants on proposals for relocating the boat servicing and boat storing facilities from the YHW site and reestablishing boat slips along only the west and south facing edges of the peninsula. Commission Chairman Ortelli to draft and send out such a letter.
- b) CHMA/Port Authority: Consultant Steadman updated the Commission on recent legislative action in the state legislature regarding the newly created Port Authority. Serious concerns remain regarding project funding and other adverse impacts for the state's smaller harbors, including Stamford. (See Attachment).
- c) Discussed outstanding navigation markers: 5 rock and 3 speed markers which are missing.

6) New Business:

- a) The deteriorating condition of the harbor lighthouse outside the breakwater was brought up and discussed. Consensus was expressed to reach out and support efforts to preserve and restore the lighthouse as one of Stamford's iconic symbols.

7) Public Participation – The following addressed the Commission:

Randy Dinter, Save Our Boatyard – commented on the boatyard storage, fuels & boats, and thanked the Commission for its hard work.

8) Next scheduled Commission meeting: Monday, August 24, 2015 at 7:00 p.m.; Next Safety Committee Meeting August 24, 2015 at 5:30 p.m.; and Applications Review Committee Meeting August 24, 2015 at 6:15 p.m.

Upon motion by Commissioner Redniss seconded by Commissioner Karp, Commission voted unanimously to adjourn at 9:17 p.m.

Respectfully submitted
Robert M. Karp
Secretary/Treasurer
July 28, 2015

Cc: Commissioners; David Martin, Mayor; Ernie Orgera, Director of Operations; Board of Representatives; Town Clerks Office

29TH BOARD OF REPRESENTATIVES CITY OF STAMFORD

President
RANDALL M. SKIGEN
Clerk of the Board
ANNIE M. SUMMERVILLE

Majority Leader
ELAINE MITCHELL
Minority Leader
MARY L. FEDEU

RESOLUTION NO. 3749 RECOMMENDING THE MAYOR IDENTIFY FUNDING OR APPROPRIATE FUNDS TO LEASE AND/OR PURCHASE MARINE CLEAN-UP EQUIPMENT FOR USE IN THE CITY'S NAVIGABLE WATERWAYS

WHEREAS, the Board of Representatives acknowledges it is in the best interest of the city to maintain a clean Stamford Harbor, and

WHEREAS, it has been brought to the attention of the Board of Representatives by the Stamford Harbor Management Commission and the Stamford Harbormaster that Stamford Harbor currently contains significant levels of litter, debris, and pollution, and

WHEREAS, securing marine clean-up equipment has been identified by the Stamford Harbor Management Commission and the Stamford Harbormaster to be the most efficient cost-effective means to sufficiently remediate the accumulated debris in the Stamford Harbor and keep it clean thereafter, and

WHEREAS, the Board of Representatives acknowledges this capital purchase can be used to maintain a clean harbor for years to come,

NOW THEREFORE BE IT RESOLVED, that the 29th Board of Representatives of the City of Stamford recommends the Mayor attempt to identify funding sources and appropriate funds to lease and/or purchase marine clean-up equipment for the city's use.

This resolution was approved on the Consent Agenda at the Regular Monthly Meeting of the 29th Board of Representatives held on Monday, July 6, 2015.



Randall M. Skigen, President
29th Board of Representatives



Annie M. Summerville, Clerk
29th Board of Representatives

cc: Mayor David Martin
Michael Pollard, Chief of Staff
Michael Handler, Director of Administration
Ernie Orgera, Chair, Director of Operations
Ted Jankowski, Director of Public Safety
Thomas Madden, Director of Economic Development
Kathryn Emmett, Esq., Director of Legal Affairs
Donna Loglisci, City and Town Clerk

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PHONE: (203) 977-5087 • FAX: (203) 325-1696



Preliminary Peer Review
Stamford Connecticut
Marine Market Study and Needs Analysis

Prepared for:

City of Stamford Connecticut

Prepared By

Pamela Lenzion

MarineTec Management & Consulting Company, LLC

July 12, 2015

90 MAGEE AVE • STAMFORD, CT 06902
PHONE: (203) 977-5087 • FAX: (203) 325-1696

INTRODUCTION

The purpose of this peer review, also known as an expert review, is to improve the research process and enable Building and Land Technology (BLT) to provide the City of Stamford Connecticut a more comprehensive and accurate Market Study and Needs Assessment. The final assessment needs to set priorities and determine criteria that can be used by the City of Stamford Zoning Board to make fully informed decisions regarding the proposed development by BLT which includes a boat repair yard, boat storage yard, and a marina.

The Consultant performing the Peer Review is an expert in the development and operations of boatyard and marina businesses. Her experience includes business planning which generally includes a market study and needs analysis. This Peer Review provides recommendations and direction regarding the quantitative and qualitative data required to produce a useful market study and needs assessment.

The existing Stamford recreational marine industry market is very diverse and due to the large number of variables, competitive analysis is challenging. The Integra Realty Resources (Integra) report provides preliminary information that can be used as a foundation for the additional research required to produce a comprehensive market study and conclusive needs assessment.

PRELIMINARY RECOMMENDATIONS FOR IMPROVEMENTS

Integra provided a Market Study on May 15, 2015. The conclusions were based on quantitative and qualitative data collected that is not documented. The methodology used to conduct the study should be explained and justified and the sources for the data collection should be documented and referenced to support the study's credibility. Existing recreational marine industry studies used to report trends should be cited. It is the Consultants opinion that 2012 data has varying degrees of relevance to the current market. Where data from studies performed in 2012 is used, the data should be researched and additional relevant information impacting the market from 2011 - 2015 in the State of Connecticut, Fairfield County, and the City of Stamford should be cited. The City of Stamford needs a clear picture of the recreational marine industry in the defined market area from 2011 thru present. The political and economic landscape impacting the industry across the country and specifically in Connecticut has changed since 2011/2012. These political and economic factors cannot be ignored in the market study and needs analysis submitted by BLT. Consultant recommends that Integra investigate these factors including the affect Connecticut's tax structure has had on the boating market in the past 5 years. Information regarding the impact on businesses that sell, store, and repair vessels can be found through the Connecticut Marine Trades Association (CMTA).

Qualitative research is typically unstructured and exploratory in nature. Common qualitative research techniques include focus groups, interviews and observations. The qualitative data stated in the submitted study will have the necessary impact if the focus groups are clearly defined, including the number of people interviewed the size of their boats, where their boat is moored, and where the interviewee resides. Though qualitative research is usually unstructured, the Consultant believes that the data collected by Integra will be more useful to the Stamford Zoning Board, if the responses to the

interviewers questions are coded and summarized using charts and tables. With the conversations summarized in coded responses the qualitative data can be converted into quantitative data that can be analyzed to more accurately determine need. There are a large number of variables that exist in the facilities and among boat owners in the defined market area that need to be considered to produce an accurate representation of the defined market.

RECOMMENDED METHODOLOGY

- 1) Market Study and Needs Analysis should be two distinct Sections of the report.
 - a) Market study defines existing and potential markets and determines a target market. This study should include:
 - i. Geographic Market Areas: the collection of data and analysis of data needs to be based on defined market areas for in-water slips, winter storage (including inland storage) and boat repairs.
 - ii. distribution of clients served by Yacht Haven West (YHW)
 - iii. boatyards surveyed for this report must encompass the geographic area served by YHW
 - b) A Needs Analysis is a systematic approach designed to determine needs of a defined market, examine their nature and causes, and set priorities for future action. "Need" refers to a discrepancy between a present state and a desired end result.
 - i. state defined market
 - ii. state desired end result of Needs Analysis
 - iii. state discrepancies and changes that have impacted market.
- 2) Scope of Market Study and Needs Analysis recommended additions:
 - a) An introduction/background statement that defines objectives of the market research performed and the outcomes expected.
 - b) Executive Summary that summarizes the process and its conclusions.
 - c) The Market Study methodology should provide the following additional information:
 - i. type and size of boats currently registered in Connecticut and in the defined market areas;
 - ii. profile boat owner: (demographics, psychographics, behaviors);
 - iii. boatyards located on Long Island Sound are listed on pp. 7-9. A representative sample of these boatyards should be chosen for review and information regarding their capacities and services should be included in the study;
 - iv. rate comparison: slip rental (public & private), storage, and service and repair rates for a representative sample of marinas and boatyards;
 - v. map location of boat ramps and dry stack storage facilities;
 - vi. list marinas in defined market area (public/private) and number of slips in each;
 - include private clubs and dockominiums and identify those that allow slip owners/ lessees to rent slips

- vii. in-water slip information in determined market area should include:
 - amenities: fuel, water, power/type, wi-fi accommodation, cable TV, pump-out, laundry, showers, boaters lounge, etc.
 - current and historical occupancy rates in season/off season, including size of occupied/vacant slips and reason for vacancy
 - average size of boats occupying slips
 - percentage of power and sail boats
 - total number of slips in defined market area, including privately owned docks, yacht clubs and dockominiums
 - total number of rentable slips (public and private)
 - total number of moorings in Stamford Harbor, occupancy and average size of boats
 - demographic of boater occupying slips and moorings: a) percentage from NYC, western Long Island, Connecticut, local b) reside in condos, second homes c) do owners of boats 30' less own a trailer for their boat.
 - market demand that marina is unable to provide (based on demand)

- d) Market Study Profile: (parameters set to profile the market)
 - i. Primary marina components i.e. number of slips and amenities required
 - ii. The primary boatyard components
 - iii. Boat storage components for defined market
 - iv. Upland amenities offered by marinas and boatyards
 - v. Lift and lift well requirements
 - vi. Planned upland development components i.e. restaurants, corporate offices, housing, specialty shops, etc.

- e) Brief description of proposed Davenport Landing development

- f) Describe economic growth indicators for the defined market area:
 - residential and corporate growth, labor pool (especially technicians), land and construction costs, etc.;
 - tourism. recreational activities, events;
 - current census bureau statistics for age, gender, household income, education, transportation, population per square mile.

- g) Overview of current boating market in defined market area:
 - number of recreational marine business facilities: marinas, boatyards (listed above), boat ramps, boat dealers, boat builders;
 - general condition of marina and boatyard facilities: age of facility, type of docks/ moorings, overall condition;

- growth of new boating markets: (refer to existing reports regarding sales statistics for new and used boats that may impact marinas and boatyards now and in the future);
- overall percentage of transient vs. long term boating traffic throughout market area;
- transient boat movement in response to rates and upland amenities;
- prevailing positive and negative factors that will impact growth of the boating market in the defined market area.

3. Needs Assessment: based on the comprehensive market study, the needs assessment should set priorities and criteria for solutions.

a) Survey boat owners in a representative marina in the defined market area to collect the following information that will help determine need. (Experienced Marina and Yacht Club managers should be able to answer most of the questions below)

- living accommodations: condo, apartment, second home, primary home
- Do owners of boats that are 32 ft. in length or less, own a trailer for their boat?
- How often they use their boats?
- Where they keep their boat off season?
- Why they chose a particular storage locations?
- What marina and upland amenities are most important?
- Where are their boats currently being maintained and repaired?
- Are they considering buying a larger boat in the future?
- Is cost a primary consideration in making a decision regarding storage and repair?
- Is location a primary consideration in making a decision regarding storage and repair?
- Is quality of repair and service the primary consideration in choosing a boat repair facility?

b) What does the market study suggest is required to provide the appropriate level of service and storage needs for the defined target market?

4. Competitive Analysis: It is recommended that requested information be entered into tables wherever possible for ease of access.

Stamford Harbor Master's Report 07/21/2015

- As of this morning (06/16/2015) mooring records indicate the following status;
 - 83 mooring renewal applications approved (+1 from last month)
 - 04 mooring / renewal applications under review / in progressSYC have paid mooring permit.
- SHM-1 responded to a Mayday Relay call from a yacht outside of the lighthouse reporting (another) yacht breaking apart and sinking with 5 persons in the water. We assisted with the recovery of people and property. We have also responded to several other requests for assistance.
- 6/30/2015 – Sgt. Monck reports that the regulatory speed buoy outside the west entrance to the harbor is way off station. Justin from Old Greenwich marine agreed to relocate free of charge on his way to moor fireworks barge. Yet again the city relies on the generosity of businesses from other towns!
 - 7/20/2015 - The rock marker located inside the breakwater just west of the federal channel is missing.
- I have been contacted by several 'not-for-profits' regarding the deployment of moored water quality measuring buoys and equipment in Stamford waters. None could provide details of where, when or what they intended to do and have been advised to prepare a written game plan to the commission.
- SHM-1 was under way for 17-hours (SHM + DSHM) for the fireworks celebrations in support of the Marine Police Unit. This year's event was uneventful as regards to public safety. Other potential safety related matters came to light and these are being reviewed. More to follow at an appropriate time.
- Updated equipment for the Harbor Master's boat, as approved at the last Commission meeting has been purchased. The equipment is in use or in the process of being fitted. A claim (for the costs) has been submitted through Frank Fedeli and the Chairman. A couple more items of expenditure are expected but the total will be well under that authorized by the commission.
- The Ford North mooring issue is now scheduled for court next week, with SHM named as a 'defendant', along with Greenwich HM and the concerned fishermen. There are no concerns as far as SHM are concerned, but the matter has wider implications. I am being represented (and well supported) by State Attorney General's office. My thanks to Vice Chairman Ray Redniss for his help in supplying information while I was out of the country.
- Total other expenses remaining overdue are;

fuel	\$145.08
SHM-1 equipment/refit	\$1,840.66

Respectfully submitted

Captain Eric Knott

Harbor Master

Captain Yale Greenman

Deputy Harbor Master

Stamford Harbor Management Commission - Applications Review Committee Minutes Draft

Date: June 22, 2015
Time: 6:00 p.m.
Location: Stamford Government Center
888 Washington Blvd.
Stamford, CT 06901
Operations New Conference Room 10th Floor

Roll Call: In Attendance were: Committee Chairman Griffith Trow; Committee members Commissioners Robert Karp, Paul Adelberg; Consultant Geoff Steadman and OSS Maria Vazquez-Goncalves.

Guest: Steven Sternberg, Roberge Associates Coastal Engineers, LLC; Ted Ferrarone, BLT; Clayton Paul Silver & Max Haub, BLT.

The meeting was called to order by Commissioner Trow at 6:01 p.m.

1. Review and Approval of June 1, 2015 Meeting Minutes.

**Adelberg moved to approve June 1, 2015 Meeting Minutes.
Seconded by Karp Unanimously Approved**

2. Brief discussion on Soundwaters, Inc. DEEP application to install docks in Holly Pond. The docks are going to be used to launch small boats for their sailing program. Mr. Steven Sternberg, Roberge Associates Coastal Engineers, LLC., briefly commented on the plan drawings and said this is a preview to the actual application. Mr. Sternberg will inform the applicant that the applicant must initiate the pre-application process with DEEP and submit the necessary forms to the SHMC. No recommendations needed at this time.

3. Discussion on CT-DEEP OLISP Certificate of Permission Application for Maintenance Dredging East Branch Stamford Harbor off I81 Harbor Drive, Brewer Yacht Haven Marina.

Commissioner Karp commented in the interest of full disclosure that his property is listed as one of the adjacent properties, located at 30 Downs across from Marina. He did not feel he would have any conflicts.

Mr. Steven Sternberg, Roberge Associates Coastal Engineers, LLC, (on behalf of Brewer Yacht Haven) discussed in detail the proposed dredging for the South Marina. Dredging will be restricted to late fall and winter per the permit as necessary to protect fisheries resources.

Consultant Steadman commented that the HMP supports maintenance dredging as it benefits the harbor and existing water-dependent uses; that the drawings should show the relationship of the existing docks to the federal channel; and that the docks should be put back in their existing permitted locations following the dredging operation. Committee authorized Consultant Steadman to draft a recommendation per discussion.

**Karp made a motion to authorize Consultant Steadman to draft a recommendation as per discussion.
Seconded by Adelberg Unanimously Approved**

4. Discussion on behalf of the Zoning Board, "Flood Preparedness and Evacuation Plan" for Davenport Landing and Stamford Landing prepared by Fuss & O'Neil dated May 8, 2015. Consultant Steadman inquired about that the proposed two levels of below grade parking. Mr. Ted Ferrarone, BLT, confirmed that the site will be built up and the road is much higher than the water level. Consultant Steadman questioned whether the plan should address the storage of fuel in boats stored on the property as an emergency management element of the preparedness plan.

Committee Chairman Trow commented this is valuable information, but this does not appear to be a submittal that we would state is consistent or inconsistent with the HMP. Further discussion opened other questions and the ARC proposed to defer action on this until next meeting and then make recommendations based on information developed between now and then. Consultant Steadman will make contact with Norman Cole.

5. Discussion on Committee protocols, procedures and application form as it pertains to above applications.

Consultant Steadman explained in detail the process of the flow chart he created for the committee to review with respect to the SHMC's role in the DEEP's coastal permitting process. During Maria Vazquez-Goncalves vacation in August 2015 all correspondence will go directly to Frank Fedeli.

6. Confirmed the next scheduled meeting on July 21, 2015, time to be determined.

Commissioner Adelberg made a motion to adjourn at 7:38 p.m.

Seconded by Karp Unanimously Approved

Respectfully Submitted by
Maria Vazquez-Goncalves
June 23, 2015



Connecticut Harbor Management Association

June 19, 2015

Governor Dannel P. Malloy
Connecticut State Legislators
Legislative Office Building
300 Capitol Avenue
Hartford, CT 06106

Subject: Statement regarding abrogation of Public Trust holdings to a non-state agency as proposed in the legislation to implement the Connecticut Port Authority.

CHMA Board Members

President

John Thomas Pinto, Ph.D.
Norwalk Harbor Mgmt. Comm.

Peter Holecz

Bridgeport Harbor Mgmt. Comm.

Stephen Dinsmore

East Lyme Harbor Mgmt. Comm.

Joel P. Severance

Chester Harbor Mgmt. Comm.

Ned Farman

Old Lyme Harbor Mgmt. Comm.

Raymond Redniss

Stamford Harbor Mgmt. Comm.

William Rock

Stratford Waterfront and Harbor
Mgmt. Comm.

Michael Griffin

State of Connecticut Harbor Master,
Norwalk Harbor

Geoffrey Steadman

Coastal Area Planning Consultant
Westport, CT.

John Roberge (Alternate)

Roberge Assoc. Coastal Engs, L.L.C.,
Stratford, CT.

Dear Legislators:

The Board of Directors of the Connecticut Harbor Management Association herewith submits additional comments concerning legislation being prepared to direct the function of the Connecticut Port Authority. Previously, we expressed our concerns in a May 28, 2015 Position Statement on Substitute House Bill No. 6816—"An Act Concerning the Connecticut Port Authority." (*A copy of our Position Statement is attached.*) We understand that a version of this bill will be considered in the Special Legislative Session without opportunity for public comment.

A recent draft of the bill would transfer "jurisdiction over the harbors of the state" from the Commissioner of Transportation to the new Port Authority. In addition, a number of specific responsibilities affecting the state's harbors, historically assigned by the General Assembly to the Department of Transportation, would be reassigned to the Port Authority.

The proposed transfer of authority raises some significant issues concerning the General Assembly's responsibilities pursuant to the Public Trust Doctrine—the body of law pertaining to waters subject to the ebb and flood of the tide as well as navigable freshwaters. Title to Connecticut's tidewaters, navigable freshwaters, submerged lands beneath those waters, and the plant and animal life inhabiting those waters is held by the State of Connecticut in trust for the benefit of the general public.

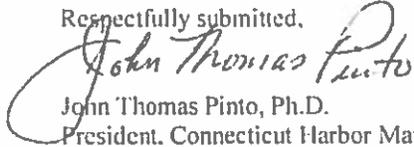
Absent additional information and public discussion, we believe it is inappropriate for the General Assembly to transfer authority over the harbors of the state from a state agency to a quasi-public agency—an entity which "shall not be

construed to be a department, institution or agency of the state." The proposed transfer appears to be an abrogation of the General Assembly's responsibility under the Public Trust Doctrine.

We strongly urge the General Assembly to take no action on the Port Authority bill until this issue is properly addressed.

If you have any questions or require additional information, please contact me.

Respectfully submitted,

A handwritten signature in cursive script that reads "John Thomas Pinto". The signature is written in dark ink and is positioned to the right of the typed name.

John Thomas Pinto, Ph.D.

President, Connecticut Harbor Management Association

(H) pintoj@optonline.net; (O) john_pinto@nymc.edu

(C) 203-984-5339

Cc: Garrett Eucalitto
Zack Hyde
T.J. Magnoli
Nick Neeley
Brian O'Connor
Tim Sullivan



Connecticut Harbor Management Association

May 28, 2015

Governor Dannel P. Malloy
Connecticut State Legislators
Legislative Office Building
300 Capitol Avenue
Hartford, CT 06106

Subject: Connecticut Harbor Management Association's position statement on proposed legislation to implement the Connecticut Port Authority.

Dear Legislators:

The Board of Directors of the Connecticut Harbor Management Association (CHMA), representing municipal harbor management commissions and State of Connecticut Harbor Masters from Stonington to Greenwich, has reviewed the latest draft of Substitute House Bill No. 6816, "*An Act Concerning the Connecticut Port Authority*". We believe that the proposed Bill in its current form requires amendment in order to achieve effective oversight and equitable management of all of Connecticut's ports and harbors. Three major issues require your immediate attention and thoughtful resolution.

CHMA Board Members

President

John Thomas Pinto, Ph.D.
Norwalk Harbor Mgmt. Comm.

Peter Holecz

Bridgeport Harbor Mgmt. Comm.

Stephen Dinsmore

East Lyme Harbor Mgmt. Comm.

Joel P. Severance

Chester Harbor Mgmt. Comm.

Ned Farman

Old Lyme Harbor Mgmt. Comm.

Raymond Redniss

Stamford Harbor Mgmt. Comm.

William Rock

Stratford Waterfront and Harbor
Mgmt. Comm.

Michael Griffin

State of Connecticut Harbor Master,
Norwalk Harbor

Geoffrey Steadman

Coastal Area Planning Consultant
Westport, CT.

John Roberge (Alternate)

Roberge Assoc. Coastal Engs, LLC,
Stratford, CT.

Oversight of the Harbor Masters: Oversight should be transferred from the Department of Transportation (DOT) to the Department of Energy and Environmental Protection (DEEP) instead of to the Connecticut Port Authority as currently called for in the latest draft of Subst. House Bill No. 6816. In absence of the DOT's Maritime Office, the DEEP is the only logical home for the harbor master program at this time. The harbor master stipend funds along with the existing funded position and salary of the current DOT Harbor Liaison Officer should be transferred from DOT to DEEP, thereby ensuring that no current DEEP programs would need to be reduced or eliminated to fund this new DEEP responsibility. We recommend that the current Liaison Officer be given the opportunity to continue his existing responsibilities so that he may share his 35 years of experience concerning the harbor master program, at least, during a reasonable period of transition.

Grants-In-Aid Program for Ports and Marinas: The existing DOT-administered program authorized by Public Act 11-57, Section 13(f) for "*Port Infrastructure Improvements, Dredging, and Navigational Direction*" should be transferred to the Department of Economic and Community Development (DECD) instead of to the Port Authority as currently called for in the latest draft of Subst. House Bill No. 6816. The program should continue to be administered by a state agency; ultimate funding-decision authority would rest with the DECD Commissioner, Governor, and Legislature. Funding requests would be considered by the DECD, independently of the Port Authority, fairly and equitably and based on considerations of public needs and benefits.

In addition, the existing Harbor Improvement Account established by Sec. 13b-55b of the General Statutes and administered by the DOT should be transferred to the DECD.

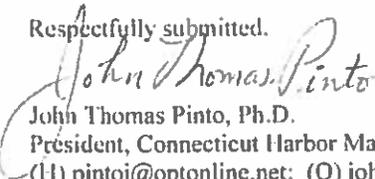
In a fashion similar to that recommended for the harbor master program, the existing position and budgeted salary of the current DOT Maritime Manager should be transferred from the DOT to the DECD, thereby ensuring continuity of existing Maritime Office programs. Through this transfer, no current DECD programs would need to be reduced or eliminated to fund these new DECD responsibilities. We recommend that the DOT Officer currently responsible for managing the Grants-In-Aid Program for Ports and Marinas be given the opportunity to continue those responsibilities as the new Maritime Manager, thereby providing continuity of service.

The Grants-in-Aid Program for Ports and Marinas and the Harbor Infrastructure Account should continue to be available for public projects such as maintenance dredging of federal channels and other public use facilities. The program should not be used for maintaining berthing facilities or other infrastructural facilities of private or for-profit port businesses. Consistent with the authorizing legislation, available funds should not be segregated with a specified amount or percentage allocated for the deep-water ports and another amount or percentage set aside for the smaller harbors.

Connecticut Port Authority: Consistent with the "*Report to the Governor and General Assembly Regarding the Connecticut Port Authority*" pursuant to Public Act 14-222, the Port Authority should pursue a mission to promote all of Connecticut's ports and harbors, including but not limited to the three deep water ports, through marketing strategies and other appropriate means. It would do so by working cooperatively with, and otherwise assisting, the three existing port authorities (Bridgeport, New Haven, and New London), any future authorized port authorities, and other entities involved in port and harbor development. It would also operate the State Pier in New London and assume the duties of the CT Maritime Commission. It should have its own bonding authority but should not have oversight over any existing or future state funding programs. If the Port Authority should see a need for nonfederal dredging funds for public facilities, it would bond its own funds or apply to the DECD with appropriate justification to acquire state-bonded funds through the existing Grants-in-Aid Program for Ports and Marinas.

The CHMA's proposed resolutions to these critical issues were made with foresight and reasoned judgment for the purpose of achieving the most effective management of all of Connecticut's ports and harbors in the public's interest.

Respectfully submitted.



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