



ANNUAL REPORT FEBRUARY 7, 2019

The port of New Haven continues to be the busiest port in Connecticut and of New England ports it is second only to Boston in volume of cargo handled annually. The most recent statistics reported by the US Army Corps of Engineers for 2016 ranked New Haven as 53 based on cargo volume at approximately 10 million tons. In addition to the waterborne cargo there continues to be increased freight rail moves in and out of the port; attributable to Gateway, American GreenFuels and Palumbo Trucking; and those numbers are expected to increase with the installation of a new rail spur at the Clean Harbor's Forbes Avenue facility

East Shore Parkway (ESP). The Port Authority property, formerly known as East Shore Parkway ("ESP"), consisted of four parcels. Parcels 1 and 2 have been divided to create Leased Parcels A, B, C, D & E. Of these five parcels, three are being licensed; Parcels, A & B to Gateway Terminal and an agreement was executed in June with New Haven Terminal for Parcel C. Parcel D, the site of the former Truck Electrification project, is being used for short term truck parking and Parcel E which had been leased by Colony prior to their moving out of the port district, is vacant and has been secured with jersey barriers. Parcel 3 remains the outstanding item; the Connecticut Department of Transportation (CONNDOT) have occupied the site since 2006 under the terms of Construction Easement for a Waste Stockpile Area. The easement terminated in March of 2017 with the closeout of the Harbor Crossing project. After securing a commitment from CONNDOT not to acquire the parcel, the Port Authority proposed lease terms which to date have been neither accepted nor countered. Parcel 4 was acquired by the CONNDOT for the construction of the Waterfront Street Extension. There are several additional parcels owned by CONNDOT in the port district which CONNDOT is planning to sell; four parcels are to be acquired by the Connecticut Port Authority insuring that the land will be used to support maritime activity and a fifth parcel is being considered for acquisition by the New Haven Port Authority to be sold for a warehouse/office development pending environmental testing.

Traffic Study. The Port Authority contracted with CDM Smith to conduct a traffic study of the port district. During 2018 they continued with the collection of data on truck moves in the port, updating their survey of road conditions in the district, and preparing a signage plan.

New Haven Harbor Navigation Improvement Study. The Deep Draft Navigation Study of the Federal Channel is well underway. The U.S. Army Corps of Engineers ("CORPS") has held several public meetings in 2018 to solicit comments about the proposed plan. In January, an informational meeting was held to provide an overview and status update of the study; on October 23 and 24 the Draft Integrated Feasibility Report and the Environmental Impact Statement ("EIS") were presented. In addition to the public testimony provided at these meeting the "CORPS" has received some twenty letters in support of the project. In April, the "CORPS" held the second of

five Milestone meetings providing an opportunity for the “vertical team” to review, discuss and concur with the “EIS” and Tentatively Selected Plan (“TSP”). The “TSP” recommends deepening the channel to 40’ as well as widening the channel and turning basin. The project is estimated to result in approximately 400,000,000 cubic yards of dredge material. In addition to open water disposal of dredge material at the Central Long Island Sound Disposal Site, several beneficial reuses have been proposed including creation of shellfish habitat, re-establishing the Sandy Point salt marsh, filling the Morris Cove and West River Borrow Pits. As of December 31, 2018 ACOE reports \$1.9 million obligated of the \$3 million projected project cost. The local share \$3 million cost of this study has been funded by a State of Connecticut Grant in the amount of \$1.5 million.

New Haven Freight Study. The scope of services for a New Haven Freight Study, being funded by the South Central Regional Council of Governments (“SCRCOG”), has been finalized. “SCRCOG” has contracted with WSP to undertake this study which will analyze goods movement in New Haven, identify growth opportunities and recommend improvements and interventions to support this growth. This is a collaborative venture with the SCRCOG, the City of New Haven’s Economic Development Department and NHPA. A Webinar is scheduled for February 22 with the stakeholders and the final report is expected this summer.

Connecticut Port Authority (“CPA”). Building on the SCRCOG study, CPA has pledged \$500,000 to conduct a two-phased report. The first will be an update the Strategic Land Use Plan adopted by NHPA in 2008. The second phase will further develop the findings and recommendations from the WSP report. The interest will be to identify infrastructure improvements that will support increased freight moves at our port, especially those that will meet the objectives needed to qualify for federal funding. Funds should also be available from the grant to prepare schematic designs with develop cost estimates. The scope of services is currently being drafted for this study.

Audit. T. M. Byxbee has completed the FY17/18 Audit and Visconti and Associates is preparing the Single Audit as required of the Authority as a recipient of a Grant-In-Aid in the amount of \$1.5 million which provided the local sponsor’s match for the Navigation Improvement Study.

The interests of the New Haven Port Authority and marine-related business continue to be represented by management in several forums: as a member of the New Haven Marine Group established for Long Island Sound and charged with implementing a Concept of Operations for port security; at monthly meetings of the New Haven Cooperative, the Connecticut Maritime Coalition and the Connecticut Port Authority. In addition the Executive Director (“ED”) is a member of the board of directors of the North Atlantic Ports Association and served as Chair of its Traffic Committee through December 2018. Additionally the ED sits on Mayor Harp’s Economic Development Advisory Council and has presented at New Haven’s Environmental Advisory Council.

We will continue to work with our local, state, federal and industry partners to insure the preservation of our deep water ports and to advocate for policies and resources necessary to maintain and improve the infrastructure at the port of New Haven.

