

PUBLIC HEARING ON THE  
DRAFT INTEGRATED FEASIBILITY REPORT AND EIS  
NEW HAVEN HARBOR NAVIGATION IMPROVEMENT PROJECT

OCTOBER 23, 2018

6:32 P.M.

BAILEY MIDDLE SCHOOL  
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WEST HAVEN, CONNECTICUT

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APPEARANCES :

MARK HABEL: CHIEF, NAVIGATION AND ENVIRONMENTAL STUDIES SECTION, PLANNING DIVISION, U.S. ARMY CORPS OF ENGINEERS, NEW ENGLAND DISTRICT

JUDI SHEIFFELE: EXECUTIVE DIRECTOR, NEW HAVEN PORT AUTHORITY

EVAN MATTHEWS: EXECUTIVE DIRECTOR, CONNECTICUT PORT AUTHORITY

JOHN KENNELLY: CHIEF, PLANNING DIVISION, U.S. ARMY CORPS OF ENGINEERS, NEW ENGLAND DISTRICT

BARBARA BLUMERIS: PROJECT MANAGER, WATER RESOURCES PLANNING SECTION, PLANNING DIVISION, U.S. ARMY CORPS OF ENGINEERS, NEW ENGLAND DISTRICT

TODD RANDALL: MARINE ECOLOGIST, ENVIRONMENTAL RESOURCES SECTION, PLANNING DIVISION, U.S. ARMY CORPS OF ENGINEERS, NEW ENGLAND DISTRICT

1 (The hearing commenced at 6:32 p.m.)

2 MR. HABEL: Good evening, and welcome to  
3 the public hearing for the New Haven Harbor  
4 Navigation Improvement Project.

5 My name is Mark Habel. I'm Chief of the  
6 Navigation and Environmental Studies Section for  
7 the United States Army Corps of Engineers,  
8 New England District. I will be your moderator and  
9 facilitator tonight.

10 Before we begin, I would like to thank  
11 you for getting involved in this review process for  
12 the New Haven Harbor Navigation Improvement Project  
13 Study.

14 The New Haven Harbor deepening study is  
15 being undertaken by the Corps of Engineers in  
16 partnership with the project sponsor, the New Haven  
17 Port Authority, and with the Connecticut Port  
18 Authority.

19 The hearing officer tonight is John  
20 Kennelly, on the far left, your far right, Chief of  
21 the Planning Division for the Corps in New England.

22 Also from the Corps New England Program  
23 and Project Management Division is Erika Mark, and  
24 from New England's Engineering and Planning  
25 Divisions are Barbara Blumeris, the Project

1           Manager, Todd Randall, Lisa Winter, and Caitlyn  
2           Bryant, from the Corps' Jacksonville District, who  
3           prepared the economic evaluation for this study.

4                       Should you need copies of the public  
5           notice, hearing procedures, or other information,  
6           it is available at the registration table.

7                       Following this introduction, the project  
8           sponsors will give brief remarks. Judy Sheiffele  
9           is the Executive Director of the New Haven Port  
10          Authority. Following Judy will be Evan Matthews,  
11          the Executive Director of the Connecticut Port  
12          Authority.

13                      Our hearing officer, John Kennelly, will  
14          then address the hearing. John will be followed by  
15          Barbara Blumeris, who will provide information on  
16          the Draft Integrated Feasibility Report for the  
17          New Haven Harbor Navigation Improvement Project  
18          Study. Barbara will be followed by Todd Randall,  
19          who will provide an overview of the environmental  
20          investigations conducted during this study.

21                      At the conclusion of the briefings, I  
22          will then review the Corps of Engineers'  
23          responsibilities in this process and explain the  
24          hearing procedures.

25                      Following that, I will open the floor to

1 public comment, utilizing the Corps of Engineers'  
2 hearing protocol.

3 One additional reminder: We are here  
4 tonight to receive your comments, not to enter into  
5 any discussion of those comments or to reach any  
6 conclusions. Any questions should be directed to  
7 the record and not to the individuals on the panel.

8 And now, ladies and gentlemen, I would  
9 like to call on the representative from our  
10 non-federal study sponsor, Judi Sheiffele,  
11 Executive Director of the New Haven Port Authority.  
12 Judy?

13 MS. SHEIFFELE: Thanks, Mark. Good  
14 evening. Some of you I remember from past  
15 hearings. This is the third hearing I think being  
16 held on this project. And although it's been long  
17 talked about in the Port community in New Haven,  
18 the Corps, along with the Connecticut and New Haven  
19 Port Authorities, have been acting on this  
20 feasibility study for the past three years and  
21 assessing the current conditions and determining  
22 the feasibility as to whether the channel should be  
23 deepened. And tonight we'll see the results of  
24 this study.

25 We look forward to the end of this phase

1 and looking on to what will probably be a more  
2 challenging phase, trying to get a reauthorization  
3 and funding. But thank you.

4 MR. HABEL: Thank you, Judi.

5 Ladies and gentlemen, I would like to  
6 introduce Evan Matthews, Executive Director for the  
7 Connecticut Port Authority.

8 MR. MATTHEWS: Thank you, Mark. My name  
9 is Evan Matthews, and I'm the Executive Director of  
10 the Connecticut Port Authority. We are  
11 headquartered in Old Saybrook, Connecticut. I'm  
12 joined by Joe Salvatore, who many of you may  
13 recognize. He heads up all of our dredging  
14 programs.

15 We're both here tonight and excited to  
16 work with the Corps for conducting this hearing and  
17 moving this project forward. We've used the  
18 resources of the CPA in recent weeks to try to  
19 encourage involvement in the process, and it's good  
20 to see the public here tonight. We believe the  
21 public input leads to better results.

22 From the Port Authority's perspective,  
23 this project is entirely consistent with our  
24 overall goals outlined in the Port Authority's  
25 Connecticut Maritime Strategy, which we released in

1 August.

2 The strategy puts an emphasis on  
3 maximizing the potential of Connecticut's three  
4 deepwater ports. New Haven absolutely is one of  
5 those important ports. New Haven is particularly  
6 important to this strategy and is long overdue for  
7 a Navigation Improvement Plan.

8 I'm sure there are many ideas on how to  
9 improve the draft plan you have published. We look  
10 forward to hearing the public input in person at  
11 these two hearings and online, and I'm confident  
12 you will take those public comments into account as  
13 your plans finalize. Thank you.

14 MR. HABEL: Thank you, Evan.

15 Ladies and gentlemen, John Kennelly.

16 MR. KENNELLY: Good evening. I would  
17 like to welcome you tonight to this public hearing  
18 regarding the New Haven Harbor Navigation  
19 Improvement Project Study.

20 I would also like to thank you for your  
21 involvement, for involving yourself in this study  
22 and for providing us with your views and comments.

23 By conducting this public hearing, we,  
24 the Corps of Engineers, continue to fulfill our  
25 requirement to seek public comment and input

1 relative to the New Haven Harbor Navigation  
2 Improvement Study.

3 While no decision will be made tonight,  
4 we welcome your comments on the New Haven Harbor  
5 Navigation Improvement Project Study. Your  
6 comments will be considered in our development of  
7 the Final Integrated Feasibility Report and  
8 Environmental Impact Statement.

9 Please feel free to provide comments that  
10 you would like to enter into the record.

11 Additionally, we will receive written  
12 comments tonight and through November 15th, 2018.  
13 I assure you that all of your comments, written or  
14 oral, will be addressed during this process, will  
15 be treated equally on the record, and will be  
16 considered in the development of the final report.

17 It is crucial to the public process that  
18 your voice be heard, and we're here to listen to  
19 your comments, to understand your concerns, and to  
20 provide you an opportunity to put your thoughts on  
21 the record should you care to do so.

22 The primary purpose of this hearing is to  
23 solicit the public's comments and input. However,  
24 the hearing will begin with the project team  
25 providing background information on the Integrated



1 Feasibility Report and Environmental Impact  
2 Statement, including details on the existing  
3 deep-draft navigation problems, alternatives  
4 evaluated, information on the Tentatively Selected  
5 Plan, and information on the dredge material and  
6 placement sites.

7 These presentations, at the beginning of  
8 each public hearing, will assist the public and  
9 agency reviewers in understanding the documents and  
10 the evaluation process which was followed; thus,  
11 aiding the public as they review the draft report.

12 In addition to providing comments at the  
13 public hearing, the public may provide written  
14 comments at any time during the public review  
15 period. I would like to emphasize this is your  
16 hearing, and we need you to assist us in this  
17 public review process.

18 We want your comments on the draft report  
19 so that we can consider all of the comments that we  
20 receive, those made here tonight, as well as those  
21 submitted during the public review process in the  
22 preparation of the Final Integrated Feasibility  
23 Report and the EIS. Thank you.

24 MR. HABEL: Thank you, John.

25 Ladies and gentlemen, Barbara Blumeris.

1 MS. BLUMERIS: Good evening. Tonight  
2 Todd and I will present summary information on the  
3 planning process to reach the Tentatively Selected  
4 Plan for the improvements at New Haven Harbor. The  
5 slides that we share tonight will be posted on our  
6 project website on Thursday. The project website  
7 is located -- you can find the location link on  
8 that Fact Sheet that's at the front.

9 This slide illustrates the Corps' civil  
10 works planning process. New Haven Harbor study has  
11 now reached, as I mentioned, the Tentatively  
12 Selected Plan milestone. The hour shows we are  
13 here. So we are about -- a little over halfway  
14 through the process. A Draft Integrated  
15 Feasibility Report and Environmental Impact  
16 Statement was issued in September, and we'll be  
17 taking comments, as mentioned, through November  
18 15th from the public.

19 Concurrent with public review, we are  
20 also conducting Corps Agency Technical Review and  
21 Independent External Peer Review.

22 Following these concurrent reviews, there  
23 will be an internal Agency Decision Milestone, near  
24 the number 3 on the slide. And that's when we have  
25 a buy-in from headquarters office on the plan, and

1 we move into the completion of efforts and to  
2 optimize the selected plan.

3 Next slide, please. The New Haven Port  
4 Authority is the non-federal sponsor for the study.  
5 The Connecticut Port Authority is working in  
6 partnership with New Haven and provided the  
7 non-federal funding for the study. The study is  
8 cost shared 50 percent federal and 50 percent  
9 non-federal.

10 Legislative authority for the study came  
11 from a congressional resolution passed in July  
12 2007. The cost share agreement for the study was  
13 signed with the Port Authority in December 2015,  
14 and work began in earnest in 2016 on site.

15 The purpose of the study is to  
16 investigate improvements needed to provide a safe,  
17 reliable, efficient, and environmentally  
18 sustainable waterborne transportation system at the  
19 New Haven Port, and also determine whether the  
20 improvements we identify are warranted and in the  
21 federal interest.

22 New Haven Harbor is centrally located on  
23 the north shore of Long Island Sound, as shown in  
24 the small insert map on the right. And the Harbor  
25 is an extremely important maritime commercial

1 resource for the state of Connecticut.

2 There is an existing federal channel  
3 authorized within New Haven Harbor. And this  
4 federal navigation project is shown in the middle  
5 of this diagram. This consists of several  
6 features, a deep-draft channel, turning basin and  
7 maneuver area, authorizing a depth of minus 35 feet  
8 mean lower low water.

9 That main channel, which the commercial  
10 ships deep-draft, are shown in the center of the  
11 drawing.

12 In addition, there are three  
13 shallow-draft channels, several anchorages, and  
14 three breakwaters. The breakwaters are at the  
15 entrance of the Harbor. There is also a training  
16 dike at Sandy Point.

17 This study focuses on the deep-draft main  
18 channel, turning basin, and maneuvering area, as  
19 these are the areas requiring improvements.

20 The deep-draft channel was authorized in  
21 1946 and constructed in 1950. In 2018, the channel  
22 is now 68 years old and due for an improvement as  
23 ship sizes have increased over the last 60 years.

24 Next slide. In terms of total tonnage  
25 shipped and received, the Port of New Haven is the

1 largest port in Connecticut, and the second largest  
2 port in New England in 2016, ranking only behind  
3 the Port of Boston.

4 The total freight into the port is  
5 8.8 million metric tons, and represented about  
6 24 percent of all waterborne commerce in New  
7 England, and about 81 percent of all commerce in  
8 Connecticut.

9 The Northeast maintains a large refinery  
10 production/demand deficit, and must rely heavily on  
11 imported volumes of petroleum products in order to  
12 meet demand.

13 The port is a crucial import location for  
14 refined petroleum products, which supplies demand  
15 within Connecticut and the broader Northeast  
16 region.

17 The majority of the landside acreage in  
18 the Port of New Haven is devoted to energy-related  
19 uses. And this represents a long-term land use and  
20 economic asset for the state.

21 Next slide. Petroleum products imports  
22 have historically constituted about 70 percent of  
23 the channel tonnage. Data from 2016 is shown in  
24 the pie chart with the petroleum products in blue.  
25 You can see that. As I mentioned, that is a

1 significant commodity coming into the Port.

2 New Haven also provides dry bulk and  
3 break bulk services, including commodities such as  
4 salt, sand, cement imports. Virtually all of these  
5 volumes are used locally.

6 Steel is also imported, and includes  
7 steel rail, rebar, and steel billets.

8 There's approximately 1 million tons of  
9 scrap metal produced annually within the state, and  
10 about half of that amount is exported through the  
11 Port of New Haven. Driving to the hearing tonight,  
12 we saw a very large pile of scrap metal right along  
13 the harborfront.

14 Export volumes of scrap metal in  
15 New Haven have demonstrated sustained growth with  
16 volumes destined primarily to Turkey, Peru, Egypt,  
17 and Saudi Arabia.

18 Next slide. There are several terminals  
19 in New Haven Harbor, and all of these except for  
20 the PSEG Terminal provide berths to accommodate  
21 deep-draft commercial ships.

22 This slide shows the location of the  
23 various terminals: Magellan, Gulf, Gateway,  
24 Motiva, and New Haven Harbor Terminal.

25 Gulf Oil, Magellan, and Motiva handle

1 primary petroleum products, chemicals, and related  
2 products.

3 Gateway handles petroleum products, dry  
4 bulk, such as salt, asphalt, cement, stone, sand,  
5 scrap metal, and steel. So Gateway has a terminal  
6 shown close to the bridge. They also lease the  
7 facilities at Harbor Terminal.

8 Next slide. Navigation transportation  
9 delays and inefficiencies occur today due to  
10 inadequate federal project depth for the main  
11 channel and the turning basin.

12 So, as I mentioned, it's at minus 35 feet  
13 mean lower low water. A lot of ships that draft  
14 greater than 31 feet are delayed and need to  
15 transit the channel only at high tide. They also  
16 may have to light-load or offload cargo onto barges  
17 before they can come into the port.

18 Lightering operations can be adversely  
19 affected by weather, and this can cause additional  
20 delays. Lightering of liquid petroleum products  
21 also carries the risk of spills and environmental  
22 impacts in Long Island Sound.

23 The large ships coming in on the high  
24 tide are also an issue. As the ships come in from  
25 Long Island Sound in through the breakwaters, the

1 larger ships coming in on the flood are set further  
2 to the west, because the current runs east to west.  
3 This pushes them toward the steep outer bank of the  
4 curve.

5 To compensate for this, the pilots  
6 approach the bend on the far right side of the  
7 channel. As they come out of the bend, they go  
8 hard full ahead to make the turn and not have the  
9 stern hit the west bank.

10 This makes straightening the ship toward  
11 the next set of buoys ahead difficult since moving  
12 forward and turning at a high speed at the same  
13 time. This leaves little to no room to respond to  
14 changes in conditions that they may experience in  
15 bringing in these larger ships.

16 Next slide. So that was explaining the  
17 different problems at the existing channel.

18 Now, this is a slide of the ships that  
19 are constrained due to the 35-foot channel.

20 The authorized depth is 35 feet at low  
21 tide. And this provides insufficient depth for  
22 larger ships. So basically, the ships require 4  
23 foot of underkeel. That is 4 foot of water under  
24 the ship when it comes in. So a 31-foot ship can  
25 come in unconstrained with 4 foot of underkeel



1 clearance, but anything that drafts greater than 31  
2 feet cannot come in.

3 This shows a diagram of ships that are  
4 increasingly coming in at larger drafts.

5 Without an improvement project, ships  
6 would continue to be limited in the size of vessel  
7 they could use to call on the port, leaving them  
8 unable to achieve the economies of scale of larger  
9 vessels.

10 Many shippers prefer to use larger  
11 vessels, which has a lower overall cost per ton,  
12 particularly for the trips that come over long  
13 distances, such as from South America or Europe.

14 Without a project, the degree to which  
15 commodities brought to the port can be shipped on  
16 the most cost-effective vessels would be limited by  
17 the 35-foot authorized channel.

18 Next slide. This slide illustrates the  
19 alternative depths and widths considered for the  
20 improvement project. Alternatives were developed  
21 to address vessel delays and inefficient vessel  
22 loading. We looked at depths ranging from 37 to  
23 42.

24 Next slide. This slide shows the  
25 quantity estimates developed for each of the

1 alternatives. Along with the increase in depth,  
2 there would also be incidental widening to  
3 accommodate the larger ships, which was shown on  
4 the previous slide.

5 These quantities and widths were  
6 estimated for each of the depths, and were used to  
7 derive cost estimates for the project. The cost  
8 estimates were accurate for the conditions expected  
9 in each of the alternatives. And they include a  
10 contingency of about 20 percent. So these  
11 quantities were used to drive the cost estimates  
12 for dredging the improvement.

13 In addition to the federal base plan for  
14 our placement sites, we also looked at a beneficial  
15 use plan for the placement of dredge material. And  
16 Todd will talk later on in this presentation about  
17 the alternatives developed for placement of the  
18 dredge material.

19 Basically, for the 40-foot, we have about  
20 4.2 million cubic yards in the alternatives  
21 analysis, with a good portion of that in rock.

22 Next slide. This is the slide that talks  
23 about the economic analysis done by our Mobile  
24 Deep-Draft Navigation Center. So they're the  
25 primary production center for navigation, economic

1 analysis for the Corps of Engineers.

2 There are three primary effects from  
3 channel deepening that lead to changes in the  
4 future fleet at the Port of New Haven. The first  
5 is an increase in a vessel's maximum practical  
6 loading capacity.

7 Deepening the channel reduces the  
8 constraint of the size ship that can come in, as  
9 well as the loading of that ship. This increase in  
10 vessel has the result of fewer required vessel  
11 trips to transport forecasted cargo, improving the  
12 transportation into the Harbor.

13 The second effect with increased channel  
14 depth is the reliability of the water depth, which  
15 encourages the shippers to move -- as you can see  
16 in that trends slide of trips per draft, they'll  
17 continue to bring in ships that have deeper draft  
18 'cause of the economies of scale of the larger  
19 ship. So that trend will continue and, with the  
20 improvement, be efficient.

21 So transportation costs were estimated  
22 for a lookout project condition, that is, as it is  
23 today, what does it cost to bring the cargo into  
24 the port. And then we looked at that through a  
25 50-year period of analysis, so through 2072, from

1           2023, assuming the project would be constructed in  
2           2023, through 2072 for the width project condition,  
3           and basically compared the cost to bring that  
4           amount of cargo in without the new project and with  
5           the new project.

6                        We use a model called a HarborSym model  
7           that's done at the Mobile center. It includes a  
8           range of variables in running the model. HarborSym  
9           is a Monte Carlo simulation model of vessel  
10          movement at the port, and it generates costs for  
11          that operation.

12                      The model calculated costs for all the  
13          project years, so that is for all the 50 years  
14          going forward, and then produces an average annual  
15          equivalent cost. So this can then be compared  
16          against the construction costs that I talked about,  
17          analyzing both and comparing them.

18                      Next slide. So the project team used  
19          specific economic decision criteria to evaluate and  
20          compare plans against each other.

21                      The 1983 Principles and Guidelines for  
22          Water Resources Planning within the Corps dictates  
23          that the NED plan be the plan that maximizes net  
24          economic benefits.

25                      So in this case, you see the annual

1 equivalent cost -- you have the alternatives, your  
2 annual equivalent cost, and then your annual  
3 equivalent benefit. And then the net is the  
4 difference between those numbers.

5 And then you can see here that the  
6 maximum total net benefits occurs at the 40-foot  
7 plan. And this carries a BCR of 1.9. So the  
8 40-foot plan is the NED plan. That would be the  
9 plan that we've selected, along with consideration  
10 of other factors, environmental, social, and  
11 regional economics. But that 40-foot plan is the  
12 selected plan.

13 Following the selection of the TSP, we  
14 refined the TSP design. So basically once we  
15 selected the 40-foot alternative, we did a ship  
16 simulation study at our center down in Vicksburg,  
17 Mississippi, where we have a computer simulation of  
18 the ships coming in and a computer simulation of  
19 the Harbor.

20 So the two pilots familiar with the ships  
21 came down to drive the ships in in the computer  
22 model. So here we have two of the pilots from  
23 Connecticut in Vicksburg running the ship  
24 simulation model.

25 So based on the ship simulation study of

1 the 40-foot plan, we had a few design refinements  
2 of that plan. So we found that we needed to widen  
3 the bend of the breakwaters slightly greater than  
4 we had, and also that we would relocate -- we had  
5 planned to move the turning basin more to the  
6 north, but when we did the ship simulation study,  
7 we found that actually its current location is  
8 best, and if we just widened it slightly to the  
9 north by 200 feet, we would be able to turn the  
10 ships sufficiently. So that basically had our  
11 refined design.

12 And the ship simulation also verified the  
13 widths of the channels that we had chosen of  
14 extending 50 feet on either side.

15 Next slide. Here are the features of our  
16 Tentatively Selected Plan. Now, as we talked  
17 about, had a refined design, so the cost went up  
18 slightly due to increased rock at the ledge. At  
19 the breakwaters is ledge.

20 And so when we refined the design, we  
21 were actually widening that bend a little bit more,  
22 so the cost of the project went up a little bit.  
23 So that's the TSP. We have 4.27 million cubic  
24 yards of ordinary material, a little bit more rock,  
25 43 versus 35.

1                   Next slide. This is the summary of the  
2                   TSP. So you could see now the BCR went down  
3                   slightly. It's 1.6 instead of 1.9. And we'll  
4                   continue to refine the design as we move forward,  
5                   as I mentioned, during the optimization phase. So  
6                   we'll be looking at ways to be more efficient on  
7                   the costs and also looking at benefits. So these  
8                   numbers could change again before you see the  
9                   final.

10                   And then also this talks here a little  
11                   bit about the salt marsh creation, which is a  
12                   beneficial use site. So that would be an  
13                   additional cost above the base plan. And we would  
14                   be able to use some material from the project to  
15                   create a salt marsh at the Sandy Point Dike.

16                   Next slide. So this is a summary of the  
17                   costs and proportionment of those costs between the  
18                   federal and non-federal share.

19                   So for the first cost for the project,  
20                   including the beneficial use, the federal cost  
21                   would be 52 million, and the non-federal cost would  
22                   be about 18 million.

23                   So that summarizes the project that we  
24                   propose at this time, the Tentatively Selected  
25                   Plan.

1                   And now I'd like to invite Todd to come  
2                   up and talk about the placement.

3                   MR. RANDALL: Thank you, Barbara.

4                   I will now talk about the placement  
5                   alternatives for the New Haven project. In our  
6                   last meeting back in January, we presented portions  
7                   of this list as possible placement alternatives.

8                   The first six alternatives listed here,  
9                   which we presented in January, have been identified  
10                  as feasible alternatives. The West River borrow  
11                  pit was one that was identified in January. And  
12                  we've taken a look at it, and it is a feasible  
13                  placement alternative.

14                  The bottom three, beach placement,  
15                  bidding some kind of resiliency project, or using  
16                  material and structure fill have been deemed  
17                  unfeasible because of the nature of the material  
18                  from New Haven. It's all silt, very difficult to  
19                  do anything with.

20                  And then the fourth from the bottom, a  
21                  confined aquatic disposal cell may be required.  
22                  I'm going to talk a lot about that in just a couple  
23                  minutes. So we'll come back to that.

24                  Next slide, please. Before we go into  
25                  detail on the individual placement sites, I will go



1 through a brief discussion of how the sediments to  
2 be dredged can be characterized.

3 Using the study's initial design, a  
4 sampling and analysis plan was developed in  
5 coordination with the US EPA and the Connecticut  
6 Department of Energy and Environmental Protection.

7 The sampling plan was intended to  
8 characterize the sediments to be dredged, using at  
9 the time the largest footprint that we were looking  
10 at for our alternatives. So this included samples  
11 at depths of the deepest dredged depth, which was  
12 42 feet, and also looking at the width increases of  
13 100 and 200 feet.

14 And we also, as Barbara noted, had in our  
15 initial design a large turning basin feature in our  
16 initial design, different from what's there now and  
17 what we're ultimately going to be proposing.

18 But when we had to do our sampling, we  
19 used that biggest footprint 'cause we didn't want  
20 to miss anything.

21 Next slide, please. Sediment  
22 classification and determining suitability for  
23 alternative placement options is determined by a  
24 tiered process. That's sampling, testing,  
25 evaluating, and modeling. These processes are all

1 aimed at determining the risk of contaminants to  
2 human health and ecological health. This process  
3 is detailed in testing manuals that are jointly  
4 authored by the US EPA and Army Corps of Engineers.

5 Next slide, please. The sediment  
6 classification is basically a tiered process. The  
7 first tier, the top of the pyramid, is examining  
8 the history of the Harbor testing, spills and  
9 industry in the area. So basically you're  
10 evaluating existing data, existing conditions.

11 The second tier is sampling and testing  
12 to determine the physical and chemical  
13 characteristics of the material. This tier is a  
14 screening tool that's based on chemical  
15 concentrations of contaminants in the dredge  
16 materials. And it should be noted that chemical  
17 concentrations alone are not reliable tools for  
18 determining a sediment's actual toxicity. For  
19 this, we move into tier 3.

20 Tier 3 involves performing water column  
21 testing of the sediments, the water column  
22 chemistry, performing toxicity tests on benthic  
23 organisms, and performing bioaccumulation tests on  
24 organisms that are exposed to the sediment.

25 These are the real drivers to determine

1 sediment toxicity.

2 And finally, tier 4, performing  
3 sub-lethal bioaccumulation tests. And that's  
4 basically exposing a critter to the sediment,  
5 letting it live for 30 days, and then taking a look  
6 at the amount of contaminants it could uptake in  
7 the tissue.

8 And then those tests basically culminate  
9 in a risk assessment model that determines the  
10 potential for risk to human health and ecological  
11 health.

12 This tiered method allows us to assess  
13 the actual effects of the sediment's chemistry to  
14 biological organisms and, through modeling, to  
15 human health and ecological health.

16 For the New Haven Harbor project, all of  
17 the testing results that I will discuss can be  
18 found in Technical Supporting Document 1, which is  
19 on our website. And at the end of the  
20 presentation, we'll have a link to that. That has  
21 all the chemistry and biotesting that you may ever  
22 want to see.

23 But if you are looking for a simpler  
24 version, a simple table of just the chemistry data,  
25 a summary of the biological tests and toxicity

1 tests can be found in the suitability  
2 determination, which is in Appendix J of the Draft  
3 Environmental Impact Statement.

4 Links to all these documents are on the  
5 website that we will leave up at the very end of  
6 the presentation.

7 Next slide, please. Dredge material  
8 which is found to be toxic or pose significant risk  
9 to the environment or the human health is deemed  
10 unsuitable. That's the term that we use.

11 Such materials must be managed to isolate  
12 them from the environment, or they must undergo  
13 some kind of treatment to reduce their level of  
14 contamination to the point that other uses or  
15 placement options become available.

16 Only materials determined to be nontoxic  
17 and low risk, or suitable, as opposed to  
18 unsuitable, may be placed in unconfined open water  
19 sites.

20 This slide basically shows the  
21 decision-making process in a flowchart form.  
22 Sediment proposed for dredging is tested. If it  
23 fails testing, the toxicity testing -- not that  
24 tier 3 testing I was talking about in the earlier  
25 slide -- it's deemed unsuitable.

1           If the material passes the toxicity  
2           testing, you move into water column testing. If it  
3           passes that -- I mean if it fails that, it's  
4           considered unsuitable.

5           And then finally, the bioaccumulation  
6           tests can be done and risk models prepared. And  
7           that also is the final test that would determine  
8           suitable versus unsuitable.

9           Next slide. So here's the New Haven  
10          Harbor and the samples that we tested in our  
11          initial project footprint in 2017.

12          In the inner harbor, there were 17  
13          stations sampled. As you can see here, we kind of  
14          set them up in transect form. So in the inner  
15          harbor, there were six transects.

16          These transects, or groups of samples,  
17          covered the areas that included channel deepening  
18          as well as the widening alternatives.

19          In addition, they covered that shifted  
20          and expanded turning basin that's up at the head of  
21          the project. In just a second I'm going to show  
22          you a slide so you can see where it is now versus  
23          what it looks like.

24          The proposed expanded alignment again  
25          placed the turning basin further to the north and

1 to the west of where it's currently located.

2 Next slide. In the outer harbor, we had  
3 six samples, we had two different transects.  
4 Again, we were looking at maximum depth, 42 feet,  
5 and then the width of a hundred feet.

6 Next slide, please. Just a little  
7 cartoon. This is a graphic that illustrates how  
8 samples were obtained. Basically, a coring device  
9 is vibrated down through the sediment to the  
10 proposed depth that we want to get to. The core is  
11 then sampled for chemical and physical parameters.

12 And then additionally gallons of the  
13 sediment are collected to prepare those water  
14 column tests, toxicity tests, bioaccumulation  
15 tests.

16 For this project, the cores sampled  
17 through a layer of maintenance material on top.  
18 That's stuff that's been kind of laid down since  
19 the Harbor was last dredged. And since we're going  
20 deeper, you can see it's into that glacial marine  
21 sediment or, you know, sediments that were  
22 deposited, we'll leave it at a long time ago.

23 Next slide. So the chemistry data for  
24 each sample can be found in Technical Supporting  
25 Document 1 and Appendix J.

1 I also noted that the chemical analysis  
2 is a screening that kind of dictates whether you  
3 move to biological testing or not. So the  
4 chemistry of New Haven Harbor dictated that we move  
5 into the bioaccumulation and biotoxicity testing.

6 So these are the results of the  
7 biological testing for New Haven. Using the tiered  
8 testing approach, the first decision point is the  
9 toxicity test.

10 The toxicity test uses two different  
11 species of critters that are representative of  
12 native fauna. That's the first -- so the  
13 composites, those are the transects that I was  
14 talking about earlier, the eight transects  
15 throughout the inner harbor and outer harbor.

16 The second and third column are the  
17 toxicity tests using two critters that are native  
18 to this area. And as you can see, all of the  
19 transects passed the amphipod *Leptocheirus*  
20 *plumulosus*. That's the first one.

21 However, the second one, *Americamysis*  
22 *bahia*, it's a mysid, it's a little shrimp,  
23 composite 6 failed. So if we go back to our  
24 flowchart, at the moment composite 6 would fail and  
25 be deemed unsuitable.

1                   The elutriate test, which is a water  
2                   column test, which is the 7th column there, water  
3                   column modeling, that passed for everything with  
4                   the exception of composite 6 and composite 7. And  
5                   again, back to our flowchart, that kicks it into  
6                   unsuitable.

7                   So as it stands today, transects 1 and 2,  
8                   which are in the outer harbor, are suitable.  
9                   Transects 3, 4, 5, and 8, which are in the inner  
10                  harbor, are all considered suitable. And then 6  
11                  and 7, based on this testing, are unsuitable. So  
12                  there's a little diagram of where they are at the  
13                  moment. In the next slide I'll talk to you a  
14                  little more about the unsuitable stuff.

15                  So this next slide, if we zoom in and  
16                  look at the two transects that are currently  
17                  unsuitable, we see they encompass both the channel  
18                  area to the east and that relocated or expanded  
19                  turning basin in our footprint design that was  
20                  expanded to the west and to the north.

21                  The map on the right shows the existing  
22                  location of the current turning basin. Essentially  
23                  it's right here. That's the existing turning  
24                  basin. The map on the left shows that expanded  
25                  turning basin.



1                   The reason I'm bringing this to your  
2                   attention is that as the project progressed, we had  
3                   discussions with the Harbor pilots. We went  
4                   through the ship simulation model that Barbara  
5                   talked about just a few minutes ago, and we  
6                   basically determined that a significantly larger  
7                   and wider turning basin wasn't needed for the ships  
8                   that call into New Haven.

9                   So as a result, the footprint of the  
10                  turning basin is being reduced. And in light of  
11                  the design change, we are currently resampling and  
12                  retesting the sediment in the areas around these  
13                  two transects to basically better define the  
14                  material.

15                  Next slide. I'll show you what I mean.

16                  With the additional sampling, here's an  
17                  overlay of the reduced turning basin footprint and  
18                  the additional sampling that we're currently  
19                  performing.

20                  The green sample locations are the ones  
21                  that are being evaluated. These sediments will be  
22                  re-evaluated the same way with the tiered testing  
23                  process to determine their suitability. It should  
24                  be noted that -- can you go back one slide,  
25                  Barbara? I apologize. I forgot. That expanded

1 turning basin actually kind of encroached into this  
2 area here, which is an existing 16-foot anchorage  
3 basin that hasn't really been dredged since 1950.

4 So with our -- next slide, please -- with  
5 our reduced design of just the existing turning  
6 basin, with a slight 200-foot increase to the  
7 north, we're trying to pull out of that area that  
8 hasn't been dredged in a long time.

9 So today our conclusions indicate that we  
10 have some unsuitable material. So with such, we've  
11 included a CAD cell in the placement alternatives  
12 that I'll discuss in just a second.

13 But it should be noted that data from the  
14 sampling of the reduced footprint may show the  
15 material is suitable due to removing the material  
16 out of that whole existing 16-foot anchorage. But  
17 that process is basically still ongoing.

18 Next slide. What is a CAD cell? A CAD  
19 cell is basically a confined aquatic disposal site,  
20 a hole in the ocean, if you will. The CAD cell is  
21 required.

22 This schematic shows you the general  
23 process behind the creation of one. Suitable  
24 material is removed. And that's what's happening  
25 in the first graphic.

1                   And then the second one, the cell is  
2                   filled with unsuitable material. That's what's  
3                   happening in the second.

4                   And then in the third picture, the  
5                   unsuitable material is capped with suitable  
6                   material.

7                   So with that in mind, we'll go ahead and  
8                   go into the alternative placement slides now. So  
9                   here are the placement alternatives that are  
10                  carried forward in the study and documented in the  
11                  Draft IFR/EIS.

12                  The baseline plan consists of the two  
13                  borrow pits, the Morris Cove borrow pit and the  
14                  West River borrow pit.

15                  These pits will be filled to elevations  
16                  that are within 1 and 2 feet of their surrounding  
17                  areas. These pits were dredged for material to  
18                  create the 95 embankment.

19                  The material from the outer harbor, which  
20                  is -- it's a silty sand. It's not sandy enough to  
21                  put it on the beach or use as a structural fill.  
22                  But we do plan to take that material and place it  
23                  behind the east breakwater to raise the bottom  
24                  elevation and change the bottom sediments a little  
25                  bit, so it's a little bit sandier sediment for

1 shellfish habitat. So that's where our plan for  
2 the outer harbor material is.

3 All the blasted rock that comes out of  
4 that bend that Barbara talked about expanding would  
5 be placed south of the west breakwater to create a  
6 rock reef, some habitat for Long Island Sound  
7 organisms.

8 And then the remaining suitable material,  
9 mostly silts, would be placed at the central Long  
10 Island Sound disposal site. It's not shown in this  
11 map, but it's a few miles south of the entrance to  
12 New Haven Harbor.

13 There's an additional beneficial use  
14 alternative with the plan that's beyond the federal  
15 base plan. This alternative involves using the  
16 silty material to create approximately 70 acres of  
17 salt marsh and tidal creeks in the vicinity of  
18 Sandy Point in West Haven.

19 As noted in the draft EIS, since the late  
20 1800s, the New Haven Harbor ecosystem has lost over  
21 60 percent of its historical wetlands through  
22 filling for residential and commercial property  
23 development. So the creation of 70 acres of salt  
24 marsh would restore some of the functions and  
25 values that marsh systems provide to the New Haven

1 Harbor ecosystem.

2 Also, as I just noted, during the  
3 sediment characterization CAD cell discussion, a  
4 potential CAD cell has been planned in the event  
5 that we need to manage any kind of unsuitable  
6 material. And the proposed CAD cell location is  
7 just to the west of the channel in the vicinity of  
8 Sandy Point. So it's that purple box just  
9 southeast of Sandy Point.

10 Next slide, please. This slide shows the  
11 base plan placement sites, about a million cubic  
12 yards. So basically, the inner harbor sites total  
13 about a million cubic yards for the placement. The  
14 rock will be placed, like I said, to the west of --  
15 south of the west breakwater. And then the rest of  
16 the material would go to central Long Island Sound.

17 Should a CAD cell be required, the  
18 material, the suitable material that would come out  
19 of a CAD cell would kind of take the place of one  
20 of those other options. And unsuitable material  
21 would be placed in the CAD cell.

22 Next slide. Here's just a quick look at  
23 the beneficial use placement site above the base  
24 plan. It involves creating salt marsh in the  
25 vicinity of Sandy Point. This option would place

1 approximately 840,000 cubic yards of suitable silt  
2 just to the north of Sandy Point, in the area  
3 that's shown in the green box in the little inset.  
4 This area would be designed as salt marsh, tidal  
5 creek, and it would retain the sandy beach habitat.

6 Next slide: This slide is just a summary  
7 of the projected measures that, following project  
8 review, authorization, and design, would be used to  
9 protect resources in New Haven Harbor.

10 Construction windows for dredging and  
11 blasting would be used to minimize impacts to  
12 potential fish habitat, shellfish, anadromous fish,  
13 endangered species.

14 The Corps also performed a series of  
15 culture resource studies in the area and did not  
16 identify the need to -- we didn't find anything  
17 that was in need of protection.

18 Next slide, please. This slide documents  
19 the coordination efforts that are ongoing for the  
20 project. These are all detailed in the EIS.

21 In terms of our public involvement with  
22 the project, we had scoping meetings in January of  
23 2017. We had the alternatives briefing in January  
24 2018. And now we're into the public review and  
25 public hearing process for the Draft Feasibility

1 Report and EIS.

2 The website with all the information we  
3 presented is over there in green. But the next  
4 slide -- well, the last slide will have that --  
5 we'll leave it up in case you'd like to -- next  
6 slide, please.

7 And then finally here's the project  
8 schedule. As I just noted, we are currently in the  
9 45-day review period for the IFR and the EIS.  
10 Comments on the draft are due by November 15th,  
11 again, written, email, here tonight. We listen to  
12 them all.

13 Once we get to that date, we will take a  
14 look at all the comments, hopefully get to them by  
15 January of this year -- of next year, and with  
16 responses make an agency decision on which plan to  
17 move forward with. And then we will move towards  
18 finalizing the IFR and the EIS, which will, again,  
19 come out for public review and public comment. Our  
20 time frame for that right now is September of 2019.

21 So on behalf of Barbara and all of the  
22 New Haven Harbor team members, thanks for your  
23 interest, and thanks in advance for looking at the  
24 documents and providing the comments.

25 I'll now hand the microphone back over to

1 Mr. Habel. He can walk you through the commenting  
2 process. Thank you.

3 MR. HABEL: Thank you, Todd.

4 The hearing tonight will be conducted in  
5 a manner so that all who desire to express their  
6 views will be given an opportunity to speak.

7 To preserve the right of all to express  
8 their views, I ask that there be no interruptions.  
9 When you came in, copies of the Fact Sheet and  
10 procedures to be followed at this hearing were  
11 available. If you did not receive these, both are  
12 still available at the registration table. I will  
13 not read either of them, but they will be entered  
14 into the record.

15 The record of this hearing will remain  
16 open, and written comments may be submitted  
17 tonight, sent by mail or by email through  
18 November 15th.

19 All written comments will receive equal  
20 consideration with oral comments made this evening,  
21 and both oral and written comments will be  
22 considered in the development of the Final  
23 Integrated Feasibility Report and Environmental  
24 Impact Statement.

25 We need your participation throughout the



1 entire process, and I thank you for contributing  
2 your comments and thoughts tonight.

3 A transcript of this hearing is being  
4 made to assure a detailed review of all comments.  
5 A copy of the transcript will be available at the  
6 Corps' Concord, Massachusetts headquarters for  
7 review, posted on the Corps' website for your use,  
8 or you may make arrangements with the stenographer  
9 for a copy at your own expense.

10 Anyone who does not comment tonight but  
11 wishes to send written comments may do so. Please  
12 forward those comments to the Corps' project  
13 manager, Barbara Blumeris, at the Corps' New  
14 England District office located in Concord,  
15 Massachusetts.

16 When making a statement tonight, please  
17 come forward to the microphone and state your name.  
18 If you are speaking for or representing a position  
19 of an organization, please say so.

20 There are only about four people who have  
21 filled out speaker cards tonight, so we won't use  
22 the typical three-minute clock, but I ask you to  
23 please summarize your comments. If you have more  
24 detailed comments, please make those in writing by  
25 email or by letter to the Corps.

1                   Again, oral and written statements will  
2                   receive equal consideration in making decisions.  
3                   Also, any written comments you may have brought  
4                   with you tonight may be submitted to the  
5                   stenographer.

6                   The first individual to provide comment  
7                   for the record tonight is Michael Pimer.

8                   MR. PIMER: Good evening. My name is  
9                   Mike Pimer, ex-harbormaster, ex-business owner.  
10                  I'm 80-plus years old. That's what makes me ex.  
11                  Nobody wants me, but I've got a big mouth. And  
12                  I've been around a long time. And I've got a few  
13                  questions for you.

14                  I represent the West Haven's harbor  
15                  management. That I am still part of. Also, I'm  
16                  like a deputy harbormaster still, 'cause my son is  
17                  now the West Haven harbormaster. Okay. Here we  
18                  go.

19                  Initially, when I went to the hearings,  
20                  you had the straightening of the approach to the  
21                  breakwater. That's been scrapped?

22                  The straightening of the channel, it's  
23                  now been widened on the bend, and not so much as  
24                  moving the channel to the west, the outer channel,  
25                  making it straighter. Is this correct?

1                   MR. HABEL:  Sir, this is a hearing  
2                   tonight.  It's not a dialogue.

3                   MR. PIMER:  Well, I'm just asking.  
4                   Because according to what I'm seeing up there  
5                   tonight is the channel is the same place it was  
6                   before.  It just got a little wider.

7                   MR. HABEL:  It's been widened, yes.

8                   MR. PIMER:  Is that basically wider and  
9                   deeper?

10                  MR. HABEL:  Yes.

11                  MR. PIMER:  Okay.  You're going to blast  
12                  between the breakwater, correct?

13                  MR. HABEL:  Where the rock is.

14                  MR. PIMER:  That's where the rock is.  
15                  It's granite.

16                  I had suggested at the last hearing that  
17                  we take the material from that blast, instead of  
18                  putting it on the outside of the west wall, that we  
19                  might consider putting it on the breakwater at  
20                  Sandy Point, the little jetty opposite the Coast  
21                  Guard station.

22                  We've had so many boats run over that  
23                  because of the rising tide and the fact that it's  
24                  not -- you can't see it anymore.  Government boats  
25                  have run over it, come right out of the Coast Guard

1 station and run over it. Not a good thing.

2 But that was my reasoning for building  
3 that up with material which you had to move. I'd  
4 just like you to consider that in the future.

5 Now, you're going to make a marsh to the  
6 north of Sandy Point? Is that going to shut off  
7 the West Haven Yacht Club channel, basically out to  
8 the main channel? They're located inboard on the  
9 shore. Are you going to -- I didn't see how far  
10 this was going to go. Is it going to hug the Sandy  
11 Point break -- beach there, or is it going to move  
12 away from the beach? And how far?

13 So you might consider putting that out on  
14 the next hearing you're going to have, showing us  
15 exactly how far out you're going to move it.  
16 Because West Haven Yacht Club is located inboard of  
17 that. And they normally run alongside that sand  
18 bar to get out.

19 West River. You're going to fill in the  
20 borrow pit there now. Not a bad idea. It was used  
21 for sailboat anchorage. It was part of the  
22 harbormaster's domain to put sailboats. They'll  
23 find another spot.

24 But we would like to -- I say we -- the  
25 350 members of the City Point Yacht Club and I

1 think The Havens, which is a multimillion-dollar  
2 investment going into West Haven in the West River,  
3 needs to have some water.

4 While you're doing the outer channel, I  
5 would like you to consider doing the West River up  
6 to I-95. 12 feet would be desirable. You have 12  
7 feet halfway in that channel and then it suddenly  
8 jumps up to 6. And that's a killer.

9 Half the boats are dragging their tails  
10 coming out of that river. And you can't expect  
11 people with yachts to come in and go shopping in a  
12 big mall when they don't have water. So I just  
13 want to throw that out at you.

14 I think everybody's in agreement here  
15 that we ought to deepen the West River. It was  
16 deep at one time. We had tugboats and barges that  
17 went all the way up to the river tracks past where  
18 I-95 is now. We had a brick company up there. We  
19 had coal barges going in there.

20 We had tugboats going into -- just the  
21 side of the old Kimberly Avenue Bridge was  
22 nonexistent, which used to open up. And we have  
23 asked before to have this done. And we've heard  
24 that we have to have commercial vessels up there.  
25 Well, unless we've got water, we can't have

1 commercial vessels because they throw more than  
2 what we have in depth. You can't tell a commercial  
3 boat, oh, I can't go out now. It's low tide.

4 So we had maybe half a dozen commercial  
5 vessels up beyond the bridge. But they're small.  
6 We did have bigger boats. Nonexistent.

7 The Army Corps decided to build a bridge,  
8 get rid of an open-and-closing bridge, and turn  
9 around and make a permanent bridge. And that was  
10 the end of that.

11 So since that time, it's been getting  
12 shallower and shallower and shallower. And when  
13 you go to take your samples, you'll notice it's  
14 6 foot, and minus 6 foot is what you're going to  
15 find in the West River from Pequonnock Yacht Club  
16 up the river.

17 We would like to see -- we've got a fire  
18 training center, New Haven fire boat. We'd like to  
19 see that be able to go there. West Haven is  
20 getting a very large fire boat. We'd like to see  
21 that be able to operate.

22 We've got to tell them, well, you've got  
23 to put it over at City Point because we don't have  
24 enough water. We had enough water. I would like  
25 to see us get it back. Thank you.

1 MR. HABEL: Thank you, sir.

2 Next up is Bill Marazzi.

3 MR. MARAZZI: Thank you for giving me  
4 this opportunity to speak tonight. I don't want to  
5 reiterate what Mike Pimer had just given you. But  
6 our club is 350 people, City Point Yacht Club.  
7 We're one of the oldest clubs around, 1896.

8 I joined 30, 40 years ago, right after I  
9 got out of the Army. If we didn't have water and  
10 boating, I probably wouldn't be here today. I fell  
11 onto the City Point Yacht Club, and I use it as my  
12 falling stone. Instead of going to the VA to get  
13 help, I got help from the members of the City Point  
14 Yacht Club, which in turn I have used my boat there  
15 for therapy, camaraderie. And the depth of the  
16 water was much greater, as Michael said.

17 By giving us a little help up that end of  
18 the river, the West River, would be much welcomed.  
19 And I think it is much needed for the both yacht  
20 clubs that use that channel. Thank you.

21 MR. HABEL: Thank you. Next is Joe  
22 Gilbert.

23 MR. GILBERT: Hi. My name is Joe  
24 Gilbert. I represent Empire Fisheries. I'm here  
25 speaking on behalf of Briarpatch Enterprises.

1                   This is an important project for  
2                   New Haven. Keeping the channel deep and keeping  
3                   businesses up there competitive is important to all  
4                   of us.

5                   There are some impacts, though, outside  
6                   of the actual navigation channel that concern us.  
7                   I just want to go on record that I will be  
8                   submitting some written comments to that effect.  
9                   Thank you.

10                   MR. HABEL: Thank you, sir.

11                   Kathy Hebert.

12                   MS. HEBERT: Hi. I'm Kathy Hebert, and I  
13                   represent two different watersheds: West River  
14                   Watershed Coalition and West Haven Watershed  
15                   Restoration Committee.

16                   In reference to the West River watershed,  
17                   we have been concerned about the dredging and the  
18                   sand dumping at the mouth of West River. And you  
19                   pretty much covered it, where the CAD, if there's  
20                   any contaminated removal from somewhere else,  
21                   you're going to fill the West River borrow pit and  
22                   then cover it up -- no? Okay. That's what I'm not  
23                   understanding. And I guess we don't get answers  
24                   tonight.

25                   MR. HABEL: Well, I'll just provide a



1 quick clarification.

2 The Morris Cove borrow pit and the West  
3 River borrow pit, the holes that are already there,  
4 we would be filling those in with suitable dredge  
5 material.

6 MS. HEBERT: Okay.

7 MR. HABEL: And the unsuitable material  
8 from wherever in the Harbor, we would dig a  
9 separate confined aquatic disposal cell in the  
10 outer harbor to place that in and then cover that.

11 MS. HEBERT: That's good. That answers  
12 that question.

13 And it was brought to the West River  
14 Coalition that there's an old oyster bed on the  
15 New Haven side of the West River. And we didn't  
16 know about it, and we didn't know if you knew about  
17 it.

18 And in your plans, 'cause you did say you  
19 were going to protect the sea life, is there any  
20 plan to protect that? Is the dredging going to  
21 damage that? Or do you not even know? Did you not  
22 know about it? So that's a comment.

23 And for the West Haven watershed, we're  
24 concerned about any changes to Sandy Point bird  
25 sanctuary. And I saw the pictures up there.

1                   So, again, a question. Because the  
2                   outlay pipe from the West Haven Treatment Center  
3                   pretty much goes alongside or through Sandy Point,  
4                   and I've heard they're going to be replacing that.  
5                   Who, I don't know. I don't know if it's you or  
6                   West Haven. But we just want to make sure that  
7                   there's no damage to that when you're doing that.  
8                   Because we don't want any of the sewage in the  
9                   Sandy Point bird sanctuary and the salt marshes.  
10                  And I think that was it. Thank you.

11                  MR. HABEL: Okay. Thank you, ma'am.

12                  That was the last of the individuals who  
13                  filled out speaker cards. Is there anyone else in  
14                  the audience who did not fill out a card but wishes  
15                  to speak?

16                  Sir, please come up and state your name.

17                  MR. FLYNN: My name is Dennis Flynn. I'm  
18                  also a member West Haven Harbor Management  
19                  Commission.

20                  My two comments are as big as this  
21                  dredging project is, I can't understand why you're  
22                  not doing the rest of the federal navigation  
23                  channel, which I think should be done. It's  
24                  cost-effective while you've got everything there to  
25                  do the rest of the dredging.

1                   And the other thing is your slides  
2                   showing -- and the woman before me commented --  
3                   where you're talking about marsh restoration, it  
4                   doesn't show far enough and exactly how far away  
5                   you're going to be from an outflow pipe, which is  
6                   very important to us. We need to know that.

7                   So if we could get, you know, an  
8                   estimate, is it going to be a hundred feet away, a  
9                   thousand feet away, that's very important. Thank  
10                  you.

11                 MR. HABEL: Okay. Is there anyone else?

12                 All right. John, the floor is yours.

13                 MR. KENNELLY: Thank you, Mark. We have  
14                 heard many thoughtful statements this evening. All  
15                 of the comments received tonight, as well as  
16                 written comments we receive during the review  
17                 period, will be considered in the development of  
18                 the Integrated Feasibility Report and EIS.

19                 Written statements may be submitted to  
20                 the Corps of Engineers until November 15, 2018.  
21                 They will receive equal consideration with those  
22                 presented tonight.

23                 We, the Army Corps of Engineers, extend  
24                 our appreciation to all who took the time to  
25                 involve themselves in this public review process

1           and the Bailey Middle School for the use of their  
2           fine facility tonight.

3                       I'd like to thank all for taking the time  
4           to provide us with your thoughts, your comments,  
5           and your concerns. Goodnight.

6                       (Whereupon, this public hearing was  
7           concluded at 7:42 p.m.)

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C E R T I F I C A T E

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I hereby certify that I am a Notary Public, in and for the State of Connecticut, duly commissioned and qualified to administer oaths.

I further certify that the record of the proceedings held in the matter was taken by me stenographically in the presence of counsel and reduced to typewriting under my direction, and the foregoing is a true and accurate transcript of said proceedings.

I further certify that I am neither of counsel nor attorney to either of the parties to said matter, nor am I an employee of either party to said matter, nor of either counsel in said matter, nor am I interested in the outcome of said cause.

Witness my hand and seal as Notary Public this 4th day of November 2018.

\_\_\_\_\_

Janet C. Phillips  
Notary Public

My Commission expires:  
October 31, 2021

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