NEW HAVEN HARBOR
CONNECTICUT
NAVIGATION IMPROVEMENT PROJECT

DRAFT INTEGRATED FEASIBILITY REPORT AND ENVIRONMENTAL IMPACT STATEMENT

APPENDIX A
PUBLIC INVOLVEMENT AND PERTINENT CORRESPONDENCE

Appendix A Public Involvement and Pertinent Correspondence

Summary and Contents

Public Information on the study, news releases, and presentations are at:
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Public Scoping Meeting January 24, 2017

Office of the Assistant Secretary of Defense for Health Affairs announces a proposed public information collection and seeks public comment on the provisions thereof. Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; the accuracy of the agency's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the information collection on respondents, including through the use of automated collection techniques or other forms of information technology.

DATES: Consideration will be given to all comments received by February 27, 2017.

ADDRESSES: You may submit comments, identified by docket number and title, by any of the following methods:

- *Federal eRulemaking Portal: http://www.regulations.gov.* Follow the instructions for submitting comments.
- *Mail:* Department of Defense, Office of the Deputy Chief Management Officer, Directorate for Oversight and Compliance, Regulatory and Advisory Committee Division, 4800 Mark Center Drive, Mailbox #24, Alexandria, VA 22350–1700.

Instructions: All submissions received must include the agency name, docket number and title for this **Federal Register** document. The general policy for comments and other submissions from members of the public is to make these submissions available for public viewing on the Internet at *http://www.regulations.gov* as they are received without change, including any personal identifiers or contact information.

Any associated form(s) for this collection may be located within this same electronic docket and downloaded for review/testing. Follow the instructions at *http://www.regulations.gov* for submitting comments. Please submit comments on any given form identified by docket number, form number, and title.

FOR FURTHER INFORMATION CONTACT: To request more information on this proposed information collection or to obtain a copy of the proposal and associated collection instruments, please write to ATTN: Ms. Shane Pham, 7700 Arlington Boulevard, Suite 5101, Falls Church, VA 22042–5101, or call at (703) 681–8666.

SUPPLEMENTARY INFORMATION:

Title; Associated Form; and OMB Number: TRICARE Plus Enrollment Application and TRICARE Plus Disenrollment Request; DD Form 2853 and DD Form 2854; OMB Control Number 0720–0028.

Needs and Uses: The information collection requirement is necessary for enrollment and disenrollment in the Department of Defense's TRICARE Plus Health Plan established in accordance with Title 10 U.S.C. 1099 (which calls for a healthcare enrollment system) and 1086 (which authorizes TRICARE eligibility of Medicare Eligible Persons and has resulted in the development of a new enrollment option called TRICARE Plus) and the Assistant Secretary of Defense for Health Affairs Policy Memorandum to Establish the TRICARE Plus Program, June 22, 2001. The information collected hereby provides the TRICARE contractors with necessary data to determine beneficiary eligibility and to identify the selection of a health care option.

Affected Public: Individuals or households.

Annual Burden Hours: 386.

Number of Respondents: 3305.

Responses per Respondent: 1.

Annual Responses: 3305.

Average Burden per Response: 7 minutes.

Frequency: On occasion.

The Department of Defense established TRICARE Plus as an enrollment option for persons who are eligible for care in Military Treatment Facilities (MTF) and not enrolled in TRICARE Prime. TRICARE Plus provides an opportunity to enroll with a primary care provider at a specific MTF, to the extent capacity exists. This is a way to facilitate primary care appointments at an MTF when needed. TRICARE Plus enrollment will help MTFs maintain an adequate clinical case mix for Graduate Medical Education programs and support readiness-related medical skills sustainment activities. In order to carry out this program, it is necessary that certain beneficiaries electing to enroll/disenroll in TRICARE Plus complete an enrollment application/disenrollment request. Completion of the enrollment forms is an essential element of the TRICARE program. There is no lock-in and no enrollment fee for TRICARE Plus.

Dated: December 20, 2016.

Aaron Siegel,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 2016–31078 Filed 12–23–16; 8:45 am]

BILLING CODE 5001–06–P

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Intent To Prepare an Environmental Impact Statement for the New Haven Harbor (New Haven, Connecticut) Navigation Improvement Project

AGENCY: U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers (USACE), New England District is conducting a feasibility study and Environmental Impact Statement (EIS) to examine navigation-improvements to the existing New Haven Harbor Federal Navigation project. The non-Federal sponsor for the study is the New Haven Port Authority in partnership with the Connecticut State Port Authority. Inadequate channel depths result in navigation inefficiencies in transporting goods into and out of the harbor. To reach the terminals, larger ships must lighter outside the breakwaters and/or experience delays while waiting for favorable tide conditions, or both. Deeper and wider navigation features (main channel, maneuvering area, and turning basin) are needed to increase the navigation efficiency and safety of New Haven Harbor.

FOR FURTHER INFORMATION CONTACT: Questions about the proposed action and EIS can be answered by: Mr. Todd Randall, U.S. Army Corps of Engineers, New England District, 696 Virginia Road, Concord, MA 01742–2751, (978) 318–8518, email: *todd.a.randall@usace.army.mil*.

DATES: A public scoping meeting will be held on January 24, 2017 from 6:30 p.m. to 8:30 p.m. (registration starts at 6:00 p.m.) at the Hall of Records, Hearing Room, 200 Orange Street, New Haven, Connecticut.

SUPPLEMENTARY INFORMATION: The Corps participation in this study is authorized by a resolution of the Senate Committee on the Environment and Public Works dated July 31, 2007. This study was initiated at the request of the New Haven Port Authority and the Connecticut State Port Authority. The study is being cost-shared 50-percent Federal and 50-percent non-Federal with the New Haven Port Authority.

Proposed Action: The study will consider navigation improvements including deepening and widening the federal navigation project. The New Haven Harbor navigation project's main ship channel, maneuvering area, and

turning basin are authorized to a depth of −35 feet mean lower low water (MLLW). The main ship channel is about 5 miles long extending from deep water in Long Island Sound to the terminals at the head of the harbor. The channel varies in width from 500 feet (outer-harbor) to 400 feet (inner-harbor), and widens to 800 feet along the terminals. Deeper and wider channels, maneuvering area, and turning basin are needed to increase the navigation efficiency and safety of New Haven Harbor.

Alternatives: The feasibility study will identify, evaluate, and recommend to decision makers an appropriate, coordinated and workable solution to the navigation inefficiencies at New Haven Harbor. Alternatives will include analyzing various incremental channel depths and widths based upon need, as well as alternative dredging methodologies. In addition, the study will evaluate various dredged material disposal alternatives such as beneficial use (*e.g.,* marsh creation, beach nourishment, historic disposal mound capping), nearshore placement, open water placement, and upland placement.

Public Involvement and Scoping: Full public participation of affected Federal, state and local agencies, affected Indian tribes, and other interested private organizations and parties is invited. All interested parties are encouraged to submit their names and email addresses to the address noted above, to be placed on the project mailing list to receive fact sheets, newsletters and related public notices. The Corps and the New Haven Port Authority will host a public meeting on the study on January 24, 2017 (*see* **DATES** section). The public is invited to attend and further identify issues that should be addressed in the EIS. In addition to this notice, the date, place, and time of the public meeting will be announced in the local newspaper and on the USACE New England District Web page. Following the scoping process, a public informational meeting will be held in 2017 to present and discuss potential project alternatives. The Draft Integrated Feasibility Report and Environmental Impact Statement (IFR/EIS) is scheduled to be complete in April of 2018 and will be available for public review and comment.

Significant Issues: Significant issues to be discussed in the DEIS include the effects of dredging and disposal on the physical, biological, cultural, and socioeconomic environment of the project area.

Environmental Review and Consultation Requirements: The proposed project is subject to review pursuant (but not limited to) to the Coastal Zone Management Act, Clean Water Act, Clean Air Act, Endangered Species Act, Fish and Wildlife Coordination Act, Magnuson-Stevens Fishery Conservation and Management Act, Marine Protection, Research, and Sanctuaries Act, and the National Environmental Policy Act.

Estimated Date: It is estimated that the Draft IFR/EIS will be made available to the public in April of 2018.

Dated: December 20, 2016.

Colonel Christopher J. Barron,

District Commander, U.S. Army Corps of Engineers, New England.

[FR Doc. 2016–31210 Filed 12–23–16; 8:45 am]

BILLING CODE 3720–58–P

DEPARTMENT OF EDUCATION

[Docket No.: ED–2016–ICCD–0145]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Comment Request; Application for Grants Under the Credit Enhancement for Charter School Facilities Program (1894–0001)

AGENCY: Office of Innovation and Improvement (OII), Department of Education (ED).

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 3501 *et seq.*), ED is proposing an extension of an existing information collection.

DATES: Interested persons are invited to submit comments on or before January 26, 2017.

ADDRESSES: To access and review all the documents related to the information collection listed in this notice, please use *http://www.regulations.gov* by searching the Docket ID number ED–2016–ICCD–0145. Comments submitted in response to this notice should be submitted electronically through the Federal eRulemaking Portal at *http://www.regulations.gov* by selecting the Docket ID number or via postal mail, commercial delivery, or hand delivery. *Please note that comments submitted by fax or email and those submitted after the comment period will not be accepted.* Written requests for information or comments submitted by postal mail or delivery should be addressed to the Director of the Information Collection Clearance Division, U.S. Department of Education, 400 Maryland Avenue SW., LBJ, Room 226–62, Washington, DC 20202–4537.

FOR FURTHER INFORMATION CONTACT: For specific questions related to collection activities, please contact Clifton Jones, 202–205–2204.

SUPPLEMENTARY INFORMATION: The Department of Education (ED), in accordance with the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3506(c)(2)(A)), provides the general public and Federal agencies with an opportunity to comment on proposed, revised, and continuing collections of information. This helps the Department assess the impact of its information collection requirements and minimize the public's reporting burden. It also helps the public understand the Department's information collection requirements and provide the requested data in the desired format. ED is soliciting comments on the proposed information collection request (ICR) that is described below. The Department of Education is especially interested in public comment addressing the following issues: (1) Is this collection necessary to the proper functions of the Department; (2) will this information be processed and used in a timely manner; (3) is the estimate of burden accurate; (4) how might the Department enhance the quality, utility, and clarity of the information to be collected; and (5) how might the Department minimize the burden of this collection on the respondents, including through the use of information technology. Please note that written comments received in response to this notice will be considered public records.

Title of Collection: Application for Grants under the Credit Enhancement for Charter School Facilities Program (1894–0001).

OMB Control Number: 1855–0007.

Type of Review: An extension of an existing information collection.

Respondents/Affected Public: Private Sector.

Total Estimated Number of Annual Responses: 15.

Total Estimated Number of Annual Burden Hours: 1,200.

Abstract: An application is required by statute to award the Credit Enhancement for Charter School Facilities Program (formerly known as the Charter School Facilities Financing Demonstration Program) grants. These grants are made to private, non-profits; public entities; and consortia of these organizations. The funds are to be deposited into a reserve account that will be used to leverage private funds on behalf of charter schools to acquire, construct, and renovate school facilities. The U.S. Department of Education is seeking an OMB extension approval for

PUBLIC SCOPING MEETING

NEW HAVEN HARBOR DEEP DRAFT NAVIGATION AND
IMPROVEMENT FEASIBILITY STUDY AND
ENVIRONMENTAL IMPACT STATEMENT

JANUARY 24, 2017

PRESENT:
MARK HABEL, CHIEF, NAVIGATION SECTION,
ENGINEERING-PLANNING DIVISION, U.S. ARMY CORPS
OF ENGINEERS, NEW ENGLAND DISTRICT
JUDY SHEIFFELE, EXECUTIVE DIRECTOR, NEW HAVEN PORT
AUTHORITY
EVAN MATTHEWS, EXECUTIVE DIRECTOR, NEW HAVEN PORT
AUTHORITY
BARBARA BLUMERIS, PROJECT MANAGER, U.S. ARMY CORPS OF
ENGINEERS, NEW ENGLAND DISTRICT
TODD RANDALL, ENVIRONMENTAL COMPLIANCE LEAD, U.S. ARMY
CORPS OF ENGINEERS, NEW ENGLAND DISTRICT

REPORTED BY:

TREVOR DRUMMOND
SHORTHAND REPORTER

. . . Public scoping meeting regarding the New Haven Harbor Improvement Deep Draft Navigation and Improvement Feasibility Study and Environmental Impact Statement for Long Island Sound before Trevor Drummond, a duly qualified Court Reporter within and for the State of Connecticut, held at 200 Orange Street, New Haven, Connecticut on January 24, 2017 at 6:30 p.m.

MR. HABEL: Okay. Good evening, and welcome to this public scoping meeting for the New Haven Harbor deep draft navigation and improvement feasibility study and environmental impact statement. Can everybody hear me? Good. I'm Mark Habel, chief of navigation and environmental studies section for the U.S. Army Corps of Engineers, New England District.

The New Haven Harbor deepening study is being undertaken by the Army Corps of Engineers in partnership with the project sponsor, the New Haven Port Authority and with the Connecticut Port Authority. The purpose of this meeting is to inform the public of the proposed project, to provide the public with an opportunity to ask questions about the project, to solicit public input to the scoping and feasibility study and draft EIS, and to inform the public of opportunities to provide comment on the project to the Corps.

At this time if anybody has cell phones please shut them off so we don't get interrupted.

I'd like to call on a representative from our non-federal sponsor, the New Haven Port Authority, Executive Director, Judy Sheiffele.

MS. SHEIFFELE: Thank you, Mark.

My name is Judy Sheiffele, executive director of the New Haven Port Authority, local sponsor for this project. On behalf of the commissioners I'd like to welcome you all and thank you for attending this meeting. There has been considerable discussion about our nation's infrastructure, and the need to increase investment in our transportation network to both improve safety and increase efficiencies. However, most often referenced in the context are highways, bridges, and passenger rail. The subject of tonight's meeting addresses the need of another mode of the transportation network; ship channels. In the maritime world it is the depth of those ship channels along with access to good highway and great rail connections that are the essential hallmarks of a competitive harbor. It is worth noting the depth of the federal channel of New Haven Harbor has long been a concern of the terminal operators. They continue to upgrade their facilities to maintain their competitiveness. And each and every one of them has committed to making the improvements required to handle deeper draft vessels should our channel be deepened. I'd like to thank the Army Corps of Engineers for undertaking this study, to the Connecticut Port Authority for providing the match

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required of the local sponsor. And I need to acknowledge the vital role that our congressional delegation played in securing the authorization and subsequent appropriations so this study can move forward. Thank you.

Mark?

MR. HABEL: Thank you, Judy.

I'd now like to introduce Mr. Evan Matthews, executive director for the Connecticut Port Authority.

MR. MATTHEWS: Thanks, Mark. I don't have any prepared remarks, but I wanted to reemphasize what Judy said about the importance of the port complex here in New Haven. The Connecticut Port Authority represents all the maritime interests and promotes all the maritime interests in the entire state. And when we run any kind of analysis, obviously the port in New Haven and its channel represents the largest amount of commercial shipping in and out of Connecticut. So it's a very important harbor. And we're very interested in the analysis and feasibility study. We look forward to working with the Corps and New Haven Port Authority on this project.

MR. HABEL: Thank you, Evan.

With me tonight from the Corps of Engineers, New England District, we have Barbara Blumeris, our

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project manager; Todd Randall, biologist, and preparer of the EIS, and staff from our field office who you met when you entered the facility.

The agenda tonight: Following this introduction Barbara Blumeris will provide an overview of the Corps' role in navigation and improvement projects and specifics of the New Haven Harbor navigation project.

Following Barbara, I will provide a brief overview of potential dredged material placement options for New Haven Harbor as were identified in the 2016 Long Island Sound Dredged Material Management Plan and Final Programmatic EIS.

Following that, Todd Randall will provide a brief overview of the NEPA EIS process as it relates to this New Haven Harbor study.

I will then open the meeting to your comments and questions. Should you need copies of the public notice or other pertinent information, it is available at the registration table at the back.

Ladies and gentlemen, Barbara Blumeris.

MS. BLUMERIS: Thank you, Mark, and the public for the opportunity to be here tonight to talk about the Corps of Engineers and New Haven harbor.

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The first thing we have is what I'm going to talk about a little is about the purpose, explain what's out there today, and then talk about the Corps' study process for our federal project.

So the purpose, as Mark noted, and as the port authority has mentioned, is to look at ways to improve navigation into the harbor. Currently the main channel is at minus 35 feet, authorized by Congress, and maintained by the Corps of Engineers. We know this is no longer a good depth for the types of ships that are coming into this harbor. So we're looking at improvements to both the depth and width of that channel. But to do that we will need to go to the feasibility study process that I will explain to you. And then that report will go up to Congress for a recommendation and decision. So this is a decision document that will go to Congress eventually to authorize a different document.

So here we are with the existing channel. As I mentioned, it's currently authorized at minus 35 feet in the middle of the water. The width of the channel is about 400 feet on the inside, 500 feet outside those breakwaters. People familiar with the channel will realize there's three breakwaters in the outer harbor that provide refugee for ships. And then

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the channel extends out to deepwater in Long Island Sound. At the head of the harbor you have a maneuvering area, you see where it widens a little to the north in front of the terminals for the ships to turn. There's a few anchors associated as well with the federal navigation project as well as channels and a few of the tributaries; West River, Quinnipiac and Mill River. Those aren't necessarily part of the improvement project, but part of the federal navigation project. So the improvement project is focusing on the five-mile ship channel.

I just want to say just before we go on to the next slide, in 1986 there was an improvement authorized to the existing channel. It was actually authorized to go to 40 feet. A feasibility study similar to what we're doing now was done in the '80s, and the project went to Congress and was authorized by Congress to be constructed. But it was never constructed. And that authorization sunsetted in 2002. So in 2007 Congress asked us to look at it again and come up with the best improvement, environmental and economic. So a little history on the channel.

Next slide: So this slide shows you some of the facts that have been mentioned, the largest

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deepwater port in Connecticut. It does 8.7 million tons of cargo in 2014. That increased over 4 percent from 2013. It's ranked 59th of the top 150 U.S. ports by cargo volume. It has intermodal connections to water, rail, pipeline for the transport of goods. It is also the home of the Long Island Sound U.S. Coast Guard.

This is an aerial view of I-95, but the terminals, you'll see those white tanks, some of the terminals. There's seven terminals that use the channel. This is the head of the harbor. So that channel ships come in and they come up to the berths of the terminals. And that is where the goods are off-loaded. So there's at least seven terminals right in this area.

So this -- again, this is another photo looking in at the terminals. You can see 95 in the background. There again are the terminals. You can see here some of the berthing area. You can see a ship coming in. This shows another view of the port. Very important connections here; pipelines that serve Connecticut and Massachusetts, about a hundred-mile pipeline carrying petroleum products through New Haven, central Connecticut into Massachusetts. So there's many uses of this port; by rail, by truck, and

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by pipeline.

So for our feasibility studies the Corps works in partnership with a nonfederal sponsor, in this particular case the New Haven Port Authority, Judy Sheiffiele, executive director, mentioned they're the signatory on the cost sharing agreement with us. So we have to sign a cost sharing agreement. We work in partnership with the local port authority to do the harbor study. The Connecticut State Port Authority is a funding source. So they actually help put up through the state legislature the funding for this study. So the study itself is estimated to cost $3 million. The cost sharing is 50-50. So it's 1.5 million federal, 1.5 million state funds.

So as we know when we visited with the terminal operators, talked to the pilots about the problems in the port -- many people in the public are already familiar with this -- the dimensions limit the use of the harbor. Larger vessels have to lighter outside the breakwaters that I pointed out and take material in on barges until they get light enough to bring the vessel in. They also can bring a ship in without a full load. This increases transportation costs and decreases efficiencies of shipping. The lightering outside the breakwaters also carries a risk

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of spills. So it's a poor operation of the harbor and vessels that are using the harbor.

So now I'm going to talk a little bit about the process of the feasibility study. So what we do in the Corps of Engineers is very similar to the NEPA process or any process to come up with a plan of improvement. We first figure out what the problem is. We look at what's existing, collect information. Before we pass that out into the future, look at alternatives to be able to handle that ship traffic in an efficient manner, evaluate each of those alternatives against each other to come up with a cost-effective environmentally acceptable plan. That's sort of the Corps' planning process. And that's very similar to the EIS planning process. These two processes will be done in tandem. So we'll be doing an integrated feasibility report/EIS. When you see the report it will be both processes melded together into one.

Next slide. Here is our Corps of Engineers' study schedule. This is our process that we follow. First, we have the scoping phase. That's the phase we're in now. This is where we gather information. We find out about the issues, scope out the problems, get ideas on alternatives people would like to see.

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We also start to line up the alternatives for disposal for the dredged material. Gather information on future conditions, economics. We also collect geotechnical information on the material that will be dredged. We have to collect in the harbor, take borings to see what's out there. We'll look at all the different resources associated with the harbor. Do all this. Identify everything. Try to figure out what the most significant issues and problems are from an environmental point of view. That's the phase we're in right now; the scoping phase.

The next phase is once we collect the information we do an alternatives evaluation as I described. After that we go out to public review with the draft EIS. After that, after both the public review and comments we do more detailed engineering, economic analysis. And then finally we come to the chief's report. And that's the document that goes up to Congress eventually to authorize the project. And at that point too we circulate the final EIS that will eventually become signed into law. That's the whole process. It takes about three years to do this process.

Next slide. I put a little detail. This will be up on our website. So we have a project

website that we're going to be posting our PowerPoints as well as fact sheets and updates reports will be posted. This is just a little description of what comes under each smart planning module or milestone, what kind of things we will have accomplished by that milestone.

So as I mentioned we're going to be looking at an array of improvements; deepening and widening the existing channel from Long Island Sound to the head of the deep draft terminals near I-95. So we will be looking at a range of depths from minus 37 to minus 42 feet. Based on the types of information we have gathered on ships to date, that will be the range we look at. And we will be checking that with the port and the future forecast of the types of vessels that will use the harbor.

Next slide. The way we'll look at -- One of the tools we'll use in our process is a program called HarborSym. So the Corps has a protocol that we use to calculate benefits of harbor deepening and harbor widening. So this will look at the estimated project savings of transporting cargo in on the improved waterway. So there will be no more lightering, no waiting for the tide. There will be improved safety at areas that are now less than optimal. So once we

have a better waterway, shippers will be encouraged to move to deeper draft ships. So there may be a cost savings with that. So it will be a positive from an economic point of view. There will be savings in transportation costs. Benefits will be looked at over a 50-year period of analysis. So we're not just looking at benefits today or 10 years from now, but over 50 years. These are projects we don't do often, as you know. The last was in the 1950s it was constructed. When we do them we look at a long period of analysis so we get the right channel that will last for a while. Here we'll be using HarborSym. That will be conducted by our Deep Draft Navigation Section down in Mobile.

And this slide; as we go through the process we start out with a lot of uncertainly, but we make decisions, screen out alternatives, scope issues. As we hone in towards the end of the study, we decrease the uncertainty and get a little bit more detailed information on a few plans. So not as much detail, but as we get into the fewer plans we'll have more detail, and then the final plan.

Next slide. And then this is a schedule. I mentioned it's a three-year effort. This shows the core milestones. But you can see right now we're in

the alternatives milestone up till March 2017. That's where we get our vertical team, New England district division which is in New York, the headquarters, go over the alternatives we're going to look at in the next phase, alternatives evaluation phase. We'll say these are the types of issues, these are the types of alternatives. And then we'll get their endorsement of that to move forward into the next phase, the evaluation phase, and eventually come up with a TSP by February of 2018. But the release of the draft feasibility report and EIS is April 2018. And you can see the other milestones which will be on the website. If you'd like to get that slide. Basically the report will be complete in September 2019.

As I mentioned, the cost share for the study itself is 50-50. Once we go into the implementation phase this would be the cost share federal-nonfederal for the actual project. This is just a little information for the future when people talk about how much is this going to cost. Then they can understand how much the state's share will be about. Basically it's 65-35. It's 75-25 with an extra 10 percent. So it comes out to be 65-35, 65 federal, 35 nonfederal. So that's an overview of the study process.

And now Mark Habel will come up and talk a

little about the disposal alternatives.

MR. HABEL: Thank you, Barbara. The Corps in partnership with the states of Connecticut and New York and other agencies recently completed a dredged material management plan for Long Island Sound. Now, not everybody agreed with the results of that study and its recommendations, but it made a lot of them which are fairly similar to what we're going to look at in New Haven.

When we dredge materials off the bottom of a harbor it's either improvement dredging or it's maintenance dredging. Maintenance dredging dredges shoal material that has accumulated since the time the harbor was last dredged before. Improvement dredging is dredging down into materials that have never been dredged before, they are natural parent materials whether rock or clay or till or sand. And we classify material to determine appropriate disposal options based on whether it's sand; maintenance silt; improvement silt; or unsuitable material, material that by the nature of chemical or biological test results cannot be placed unconfined in open water.

Here in New Haven the last several maintenance cycles, as most of you know, we maintain the 35-foot channel. The last several maintenance

cycles in New Haven going back to the 1980s have all been taken out to the central Long Island Sound site. It's tested all the time, and determined to be suitable for placement out there. There are unsuitable materials in New Haven, but they come from inner reaches of the Quinnipiac and Mill rivers. Those are materials that would never go out into Long Island Sound. The last couple times they've been tested they were found to be unsuitable. You used to be able to cap material in Long Island Sound, in other words put unsuitable material down and then bring in a much bigger project with suitable material and cap it. You have not been able to do that under EPA's rules since about the mid-'90s. So again, things like the Mill and Quinnipiac, other options would need to be found. But we're not talking about that right now. We're talking about deepening the main channels by removal of parent material. And here in New Haven that is largely glacial clay. There is a good amount of glacial till when you get out near the breakwaters. And when you get between the breakwaters there is some rock that would need to be blasted if we determined it couldn't be ripped and removed that way.

Next slide. In the dredged material management plan we threw out a lot of different ideas

just to see where people's heads were. When you have a project like the improvement of New Haven which is going to generate somewhere in the neighborhood of four to five million yards of parent material, we view that as dredged material looking for a disposal site. We view that as a resource that needs to be used beneficially if it can be. When we last dredged New Haven in 1956, when we deepened it from 30 feet to 35 feet we took out, again, five or six million cubic yards at that time of various classifications of material. We found some sand deposits in the outer entrance channel that ended up on beaches in West Haven and Milford. We found a lot of glacial till and clay that went into fill and development of the park on the east side of the harbor. Also the expansion of the airport was going on, and some of that material was taken over there. So there were a lot of different things done with material, but still most of it went out to central Long Island Sound.

Our challenge here because of the agreement between New York, Connecticut, and the EPA over how the final rule for using the open water sites in western and central Long Island Sound was written requires us to take a much harder look at alternatives and see if there are beaches that can take sand, if we

do have discrete deposits of the sand; to see if there are uses for the rock or gravel and cobble to create additional shellfish habitat somewhere in the bay or in the harbor. We will have to take a look at if there are any upland projects going on in the vicinity such as additional highway projects that might need fill, and can we take some of our material out there. Still we're going to end up with a lot of material, millions of cubic yards that we need to find a home for, beneficially if we can. That leaves marsh creation. Certainly in the 200 or so years that the port of New Haven has been developed you've lost a lot of marshland to terminal development and other onshore projects. Is there the opportunity to offset some of that loss by building a new marsh somewhere in the harbor? From the Corps' point of view you could do that behind the Sandy Point strip. You could construct a marsh there. You could put more than a million cubic yards in such an area. Build that up and plant marsh grass and use it as wildlife habitat.

Like I said, if we find sand we're going to look to put it on beaches. We want to hear from New Haven and West Haven and East Haven and Milford. Are there beaches you want sand on? At some point in this study we're actually going to have some grain-sized

data for people to take a lot at and see if that's something they want to see us do with that material.

Next slide. One of the big things we've been doing with parent material recently is remediation. We've only been testing dredged material essentially since about 1970, and not in a really comprehensive way since 1980. So there's a lot of dredged material out there in the central Long Island Sound site and other sites that was placed there before the advent of really in-depth testing requirements. The central Long Island Sound site has been used since the middle of the latter half of the 1800s for open water placement of dredged material.

So at Boston Harbor where next year we're about to start a major port deepening to take that harbor from 40 feet down to 47, that's going to generate 11,000,000 cubic yards of unconsolidated dredged material and clay, and another half a million yards or so of rock. The Corps together with the Commonwealth of Massachusetts and EPA came up with a plan to use virtually all of that 11,000,000 cubic yards of material to cap the former industrial waste site in Massachusetts Bay. We're going to be able to place about a 5-foot cap on roughly half a square mile of that old site that was used for chemical waste and

radiological waste from the '30s to 1980. That kind of volume of parent material to do those types of things comes along once in a generation. And I think everybody in Massachusetts recognized that, and said if we're going to ever do something about the old industrial waste site, now is the time to do it.

You may have a similar opportunity here if the Corps in Connecticut and New York can identity where some of those old pre-1970 disposal mounds are on the bottom at central Long Island Sound and maybe at the Norwalk and Milford sites; and use this material to cap those old mounds, thereby improving the chemical quality of the material at the bottom of the sound. These are the things this study is going to examine as we go forward. And of course we're looking to hear other people's ideas as well.

When we were doing the DMMP we looked at is there one thing we could do in Long Island Sound that would accommodate all 30 years of all the harbors in Long Island Sound in one site. And the thing that came to the surface was something that's been raised before over the decades, and that's a containment island in outer New Haven Harbor. This could be a diked area. It doesn't have to be the thousand acres you see there. It could be something smaller filled

and redeveloped as park land or wildlife habitat or whatever the city or state wanted to do. The Corps has built similar islands in partnership with the state of Texas and elsewhere. There are some large ones in Chesapeake Bay, Poplar Island; big ones all over Galveston Bay also. It's not new technology. It's something we could do. It's just is there a call for this to be done? Do people see this as a benefit or not?

Next slide. Other solutions: I mentioned some of these already; use in highway projects; processing to use at brownfields, still a few of those in Connecticut; use it for other efforts at elevating other lands along the coast, elevating marshes to keep up with sea level rise. The weakness here is all of these would require scheduling and funding to be on the same time line as the port deepening project to make that work. Sometimes we can make that happen. Sometimes we can't. But we would need nonsponsoring communities to be champions of these ideas and to partner with the Corps to make that happen.

Todd Randall is next. Please be kind to Todd. He's getting over a cold like I am. His voice is gone, but he's going to do his best.

MR. RANDALL: Hello, my name is Todd Randall, and I am an ecologist and environmental compliance specialist with the New England District of the U.S. Army Corps of Engineers. So tonight I'm going to talk really quickly about the NEPA process for the New Haven Harbor navigation improvement study, give an overview of the NEPA process for this project. I will define what NEPA is, talk about what the Corps does to implement its process, and give you details on the products that will come from the process. And most importantly I will detail how you can participate in the NEPA process and assist the study.

The National Environmental Policy Act, or NEPA, is a federal law that was enacted on January 1, 1970. This law requires federal agencies proposing any action to identity and analyze potential environmental and socioeconomic impacts that may occur as a result of the proposed action.

The requirement to apply the NEPA process is triggered by federal actions that could significantly affect the quality of the human environment. The NEPA process ensures that the public has the opportunity to participate in the federal decision making process by providing input during project development, which we are doing tonight; and that the public has access to

the information used to assess the baseline conditions and the potential impacts of any proposed project.

The product of the NEPA process is generally a report in the form of an environmental assessment or environmental impact statement. Basically it looks at the impact of the proposed alternatives, as well as other alternatives, on existing conditions or socioeconomic impact. If the impacts of any proposed project are determined not to be significant, if a project is not overly complex, or if there are no controversies associated with a proposed project an EA is generally prepared. An EIS is generally prepared if the impacts associated with a project are deemed significant, a project is complex, or if there are controversies associated with a project.

Due to the complexity of New Haven Harbor improvement study, the Corps has decided to prepare an EIS for the project.

I will now go over the purpose of an EIS. An EIS is intended to identity and evaluate all alternatives for a proposed project in a defined study and demonstrate compliance of the proposed action with all applicable laws and regulations.

Identifying alternatives involves gathering the practicable universe of possible alternatives and

solutions to the problem you are trying to solve.

Evaluating alternatives means gathering the baseline conditions of the human environment, so the environmental and socioeconomic conditions that exist in the proposed study area; and then predicting the impact to those conditions from the various alternatives.

The alternatives considered, the evaluation of the impacts to the conditions, and the demonstration of compliance with all applicable laws are then documented and are all presented in the EIS.

Public participation in the EIS creation is done through a scoping meeting, getting concerns or relevant data during the alternatives formulation process, public informational meetings as the EIS is prepared, review of the draft EIS once it's available, reviewing the alternatives considered and their associated impacts, and then comments on the draft EIS once it's public, and finally a review of the final EIS and record of decision.

The major steps in the EIS process: Once an agency undertakes a project, they issue a notice of intent to prepare an EIS. Then we start the scoping project. This is the process seeking input from the public, knowledgeable persons, and other resource

agencies regarding the scope of the EIS; what factors should be considered in detail, and what factors are less important or do not have to be included in the analysis.

Baseline data gathering, it's pretty self-explanatory.

Impact analysis is the process of examining how any proposed action may affect the baseline conditions.

The draft EIS is the document that presents the alternatives considered, the baseline conditions and conditions that would be expected without the project, analysis of the effects of the project, and usually includes the agency's preferred alternative. As I said before, the draft EIS wraps all those items into a document.

Once the draft EIS is made public a review period not shorter than 30 days is established and public hearings/meetings to present the results of the EIS and hear comments are scheduled. Following the review period, the lead agency addresses comments received and produces a final EIS and a record of decision identifying the alternative to be implemented.

This is an outline of a typical EIS so that

you can see the general framework for the information that would be contained within the EIS: A summary of the EIS; the purpose and scope of the EIS; the propsed action; the alternatives considered; the affected environment or baseline conditions of the study area; environmental and socioeconomic consequences of the project or impact analysis; a compliance section that details the project's compliance with all appropriate laws; a section detailing the public participation efforts, so a description of the scoping meeting, informational meetings, hearings, public notices, comments received on the project, and how those comments were addressed in the EIS; and finally a list of the EIS preparers.

Next slide: This is our general schedule. We're in scoping right now. Sometime after summer we will get back together. We will have a list of alternatives to present to the public in September. As I said before, all this wraps up, draft EIS, in April 2018 it hits the streets. 30 days after which you have the public meetings. We will address those comments and finally come out with the final EIS in July of 2019.

So the public participates throughout the process. The first effort is this scoping meeting,

that's what we're doing tonight, in which we will be accepting comments and questions in just a few minutes.

We will also be holding an informational meeting on the alternatives once we have a chance to review comments on the project, develop the range of practicable alternatives, and organize those into presentable form.

Following our analysis of impacts to the alternatives considered and all the other EIS efforts that I spoke about previously, we will release a draft EIS that will be available for review and comment.

Following the release of the draft EIS, a public meeting/hearing to present the results of the draft EIS will be held during which time comments can be provided. Written comments are also accepted during this period.

During the study the Corps, as Barbara noted, we host a website dedicated to the New Haven project, and will keep the website updated with information on the study as it becomes ready.

And then finally the purpose of tonight's meeting is to get feedback, comments, concerns on the proposed feasibility study. I know it's a lot to soak in. When we have comments tonight I just put up a

tentative list of what people like to talk about in these meetings. It's definitely not limited to these issues.

Just for example, how do I provide comments? Public affairs in the back has a comment card. You can provide verbal questions or comment to the panel. We have a stenographer. Or you can provide comments in writing or by E-mail. We would like to have all the comments on this part of the study in within 30 days so we can understand them, by the 20th of February that would be great.

Thankfully that's all I have. I will turn it back over to Mark.

MR. HABEL: Okay. Thank you, Todd.

Ladies and gentlemen, in accordance with the goals of the National Environmental Protection Act to encourage public participation, this public scoping meeting is your opportunity to ask questions. We believe it's crucial to this public participation process that your voice is heard. And we thank you for your contribution. Since we only have two people signed up to speak, I'm going to dispense with all the warnings rules and time limit, except to say please respect everybody's opinion, even if it's different from yours.

And we have Mr. Michael Piscitelli from the City of New Haven.

MR. PISCITELLI: First of all, let me say thank you to Mr. Habel and members of the Army Corps, our partners from the Connecticut Port Authority and New Haven Port Authority.

My name is Michael Piscitelli. I'm the deputy economic development administrator for the City of New Haven. I appear before you on behalf of Mayor Tony Harp and our economic development administrator, Matthew Emerson.

With some excitement and appreciation for the effort and the journey to date that you're coming to us with the next step in a very important project for the City of New Haven which is the deepening of this channel. We have recognized for some time along with our port community how important it is that the existing users have a better, safer, and more efficient channel in which to conduct business. And I think we've also recognized that the economic value of our port district in some ways is left unrealized because we don't have the full endeavor of modal connections that we need to make an economic impact, if you will.

I would suggest as well in the intervening

years since Congresswoman DeLauro and others were able to identify some funding for this project we've been able to make the right steps to position ourselves. 91 and 95 are now complete thanks to our friends in the State of Connecticut, as well as bringing intermodal access to the port with the freight railroad; as well as establishing governance, and also for lack of a better word, a district. So that the land side access is there for lay down and storage, and not just the ability to bring ships in, but actually do something with a more diverse setup.

We'll of course submit more complete written testimony before your deadline. We did want to speak today to four areas of consideration that relate in part to the environment document or scoping or general feasibility.

The first of those is we have other maritime users and people who use New Haven Harbor. So we would ask that you be very considerate and respectful for the aquaculture community. We have active shellfish beds in New Haven Harbor and other users. And to the extent we could do this project with the least amount of impact to those users would go a long way forward.

Second, I would suggest to you your

proposals and thoughts regarding the dredged spoils are not only interesting, but innovative and creative and well worth the next step of dialogue to figure out what we can do here. I would offer to you, those of you from Boston, that the City of New Haven was heavily impacted by the two coastal storms, both Sandy and Irene. So to the extent living shorelines or other mechanisms to protect resiliency may be very well-received in this community, may be ways to work creatively with the spoils to protect other businesses along the coastline and other areas at risk for the next coastal storm.

The third area and very sensitive is the cross sound cable. This is the Trans Energy line which has been laid directly north-south in the navigation channel. And many of you who have been here for a number of years will recall the city was quite vocal along with many our partners expressing a significant amount of concern that the cross sound cable would have no material impact on the ability to deliver the channel deepening project. And I trust that you will keep that front and center in your mind as you go through the cost benefit analysis or economic considerations or feasibility associated with the cross sound cable, that there are a series of

commitments along the way that make it clear that the deepening project prevails. And figure out a way to make it work for all the parties that use the channel, but at the same time not foreclose our opportunity to deepen the channel.

Lastly, very importantly for the city and our community, New Haven port is in a confined area. It's in a neighborhood. So to the extent we had a public hearing tonight that many people attended, we do need to take another step in public input with the New Haven Board of Aldermen, the residents of our neighboring communities. So to make a fulfilling project for everyone, do it responsibly, we'll do this before February 23, make sure the neighbors are heard as well. They have been great partners in allowing the port to grow, but there are impacts. And we'd like to make sure their voices are part of this process.

With that, let me close by saying you'll hear from me and others. We believe this project will be found in the national interests, both in terms of transportation and future economic development. And I thank you for your time.

MR. HABEL: Thank you. Next we have John Acampora.

MR. ACAMPORA: The cost of the project, has there been estimates?

MR. HABEL: Estimates done in the late '70s and '80s; 5,000,000 cubic yards, somewhere in the 40 to 50 million dollar range.

MR. ACAMPORA: There's a change now in the participation between the federal and state based on the depth of the channel?

MR. HABEL: There has but it doesn't affect New Haven. Because that was a change in cost sharing prior to the latest act in December was a break at the 45-foot depth, the cost sharing changed. And this is roughly 40, 42. So the 2016 act moved that 45 break to 50 feet. So it really doesn't impact New Haven.

MR. ACAMPORA: How about the availability of funds? This is like three or four years out.

MR. HABEL: Who knows what Congress will or won't do?

MR. JONAS: I'm Shelby Jonas. I'm one of the pilots bringing ships in and out of New Haven. I've been a pilot bringing ships in and out of New Haven and other Long Island Sound ports for over

30 years. Right now the maximum draft we can bring in and out of New Haven without any tide restriction is 31 feet. It's a 35-foot channel. We have port requirements at 2-foot under keel clearance. When the ship is underway we have squat where the stern of the ship is sucked down to the bottom. At high tide we can bring in 37-foot, and we've brought out 37-foot. At Gateway Terminal a lot of times they'll get ships in that load scrap metal. And as it approaches the tide if the tide is higher than normal maybe we'll load it a little bit deeper. But when you consider the size ships Gateway loads its scrap on, if they could load to one foot deeper on the draft that puts about 2,000 more tons of cargo on that ship. That's a considerable amount.

The tankers that we bring in, the maximum draft two of the terminals take tankers at 37-foot. We're bringing them in an hour before high water. We have our required under keel clearance and the squat. But also the ships get alongside these tankers and they want to get what they call pumping through the tide. They want to get the ship light enough so that they're not near the bottom at low water. The port requirement for the ships at the berth is that they're safely afloat. So we need to do some dredging there.

We're at the maximum. 37-foot is the maximum safe draft that we can bring in. And safety is the main concern here.

These Panamax ships that come, they're about 106-foot beam and 600 feet long. With a full load on them their draft is 40-foot. For them to come to New Haven they're going to go outside and lighten. They're going to have to take about 3 feet off that draft. That could be one or two barges. It could be a 12- to 24-hour operation. It's very expensive, lightering. It's weather dependent also. We have a wide open area where the barge comes along the ship. If there are 2- or 3-foot seas, 15, 20-knot winds, the ship is just going to sit there. Some of these ships, their chartering would be up to $1,000 an hour. So one-day delay is a $25,000 bill. And maybe the ship was chartered for another voyage, but maybe they'll miss that voyage because of the delay due to lightering. If we have a 42, 44-foot draft channel we wouldn't have to do any lightering, we could bring the ships right into the dock. It would save a lot of money and a lot of time.

So the pilots, we're in favor of the dredging, and also the widening of the channel. Because the draft that we're bringing in now is also

limited by the width of the channel, not only the depth. Okay, thank you.

MR. HABEL: Thank you very much. Is there anyone else who would like to speak? We're not just here to listen to us but to listen to you. Anyone else have a question or statement about the process for or against?

Okay. Thank you very much for your questions and comments this evening. Written questions and feedback, letter can be sent to the Corps, either in writing or by E-mail at any time.

We at the U.S. Army Corps of Engineers, New Haven Port Authority, and Connecticut Port Authority extend our appreciation to all who took the time to involve themselves in this public scoping process. Thank you again for providing us with your questions, your thoughts, and your feedback. And that concludes tonight's public scoping meeting. Good night.

(The meeting concluded at 7:25 p.m.)

STATE OF CONNECTICUT)
) ss:
COUNTY OF HARTFORD)

I, Trevor Drummond, do hereby certify that the foregoing matter was recorded stenographically by me and reduced to typewriting by me.

I FURTHER CERTIFY that the foregoing transcript of the said hearing is a true and correct transcript of the testimony given at the time and place specified hereinbefore.

I FURTHER CERTIFY that I am not a relative or employee or attorney or counsel of any of the parties, nor a relative or employee of such attorney or counsel, or financially interested directly or indirectly in this action.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of office at East Hartford, Connecticut, this 31st day of January, 2017.

_____
Trevor Drummond,
Court Reporter

Agency Scoping Meeting, January 25, 2017
Meeting Notes
Cooperating Agency Letters

MEETING MINUTES

US Army Corps of Engineers®
New England District

Date: January 25, 2017
Time: 0930 - 1230
Participants:

Todd Randall	USACE	Barbara Blumeris	USACE
Marc Paiva	USACE	Mark Habel	USACE
Michael Narcisi	USACE		
Joe Salvatore	CT Port Authority		
Judi Sheiffele	New Haven Port Authority		
Jeannie Brochi	USEPA (via webinar)		
Alison Verkade	NMFS (via webinar)		
Peter Francis	CTDEEP	Kristal Kallenberg	CTDEEP
Fred Riese	CTDEEP		
Davis Carey	CTBOA		
Shannon Andrews	USCG		
Brain Jones	CT Office of State Archaeology		

Subject: Agency Scoping Meeting for the New Haven Harbor Improvement Project Environmental Impact Statement

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The group of attendees listed above met at the Connecticut DOT offices in Newington (CT) and via webinar to discuss the scoping of the Environmental Impact Statement for the New Haven Harbor Improvement Project. Ms. Barbara Blumeris, Mr. Mark Habel, and Mr. Todd Randall of the USACE presented the attached PowerPoint presentations. The main discussion points in the presentations were: the purpose and needs of the improvement dredging in New Haven Harbor, potential navigation improvement features being considered in the study, purpose of the NEPA process, potential alternative locations know to the USACE for material placement, study schedule, and available data and data gaps for the study.

Dredging Purpose and Needs & Navigation Features Being Considered

Ms. Blumeris presented slides that detailed the New Haven Harbor project history, project need, and probable navigation features that would be studied for the New Haven Harbor Improvement Project. Presentation is attached.

Alternatives

Mr. Habel presented slides that detailed potential dredged material placement sites that would be studied for the New Haven Harbor Improvement Project. Presentation is attached.

NEPA Process & Available Data and Data Gaps for the Study

Mr. Randall discussed the National Environmental Protection Act (NEPA) process that the study (and Environmental Impact Statement (EIS) would follow. The major steps in the process include: the Notice of Intent to conduct the study, the invitation for agencies to be cooperating agencies, scoping, baseline data gathering, impact analysis, Draft EIS publication, public review and comment, Final EIS publication, and publishing a Record of Decision. Mr. Randall also presented a project schedule for the process. Mr. Randall also presented existing data available for New Haven Harbor and discussed possible data gaps that would be obtained during the study. Presentation is attached.

General Discussion

Brian Jones (SHPO)

Mr. Jones noted that new side scan data of the improvement features would be helpful in identifying any archaeological resources in the areas of new dredging. He noted that he would be interested in knowing if any buried terrestrial sediments would be found in the new dredge area and if it would be possible to get a sense of where the historical channel was and how it changed over time. Mr. Jones noted that historic ship wrecks could serve as obstructions if any were present in the side slope areas being considered for improvement and asked if the USACE know of any. Mr. Paiva (USACE) responded that there were no known wrecks and that the Cross Sound cable installation within the channel in the 2000's did not find any in their investigations. Mr. Jones requested that the sampling and analysis plan for sediment sampling be coordinated with the State Historic Preservation Office and that a set of cores be processed for archaeological studies.

Jeannie Brochi (EPA)

Ms. Brochi noted that, when considering placement alternatives, there are historical disposal sites throughout Long Island Sound (some that were used for medical waste disposal) as well as current EPA designated sites. EPA strongly suggests looking at beneficial uses (e.g., marsh creation or beach nourishment) of the material.

Peter Francis and Krystal Kallenberg (CTDEEP)

CT DEEP noted that the proposed study will need a joint Water Quality Certification and Coastal Zone Management Consistency Determination. CT DEEP committed to working with USACE on the permitting process by keeping the USACE informed of requirements they will need for review.

CT DEEP noted that there is a proposal to create a living shoreline project in the Long Wharf section of New Haven Harbor. CT DEEP suggested reaching out to City of New Haven for details.

Ms. Kallenberg asked about the percentage of blasting that will be required for the improvement project. Mr. Habel noted that while there was no calculated percentage as of this meeting, the blasting would be likely be limited to the area in the bend of the existing FNP (between the breakwaters) where the ledge is closer to the surface than other areas of the harbor. Mr. Habel noted that a previous navigation improvement study took some rock borings within the FNP.

CT DEEP inquired as to the status of the Cross Sound cable that is currently in the limits of the FNP. USACE noted that the permitting of the cable placement included a requirement for the cable's operator to move the cable should deepening of the FNP be undertaken.

Judi Sheiffele (New Haven Port Authority)

Ms. Sheiffele asked if the improvement project could be completed within one dredge season. USACE noted that the length of project construction would be determined by the selected alternative, the type of equipment needed to complete the project, and any time of year constraints that may be needed to protect ecological resources.

Ms. Sheiffele asked if the creation of a dredged material placement island would be a possibility. Mr. Habel noted that, while all alternatives are being evaluated for this study, the creation if islands requires substantially more dredged material than would be generated from the New Haven project and that such an alternative would likely need to be a regional facility instead of a project specific alternative.

Ms. Sheiffele noted that the floodplain elevations in New Haven have been raised and asked if any dredged material could be stockpiled in an upland area for future resilience use. USACE responded that if the material to be removed from New Haven Harbor was found to be suitable for use as structural fill, then that could be a viable option.

Alison Verkade (National Marine Fisheries Service)

Ms. Verkade noted that all the placement options would need to be reviewed by NMFS and noted that their main concerns (for both dredging and placement) would be habitat alteration as well as direct and indirect impacts to all NMFS trust resources. USACE noted the concern and insured NMFS that they would be consulted during the study process for their input on placement locations and other project details.

Ms. Verkade also noted that if blasting was going to occur, there would likely be time of year restrictions as well as other blasting requirements to minimize impacts to NMFS trust resources.

Joe Salvatore (Connecticut Port Authority)

Mr. Salvatore noted that New Haven Harbor contains a large portion of undersea bottom that is leased for shellfishing and asked if that would affect the potential to improve the FNP. Mr. Habel replied that USACE does not recognized subtidal leases and that the presence of any leases would not affect the ability to improve the New Haven FNP.

David Carey (Connecticut Bureau of Aquaculture)

Mr. Carey noted that there are shellfish beds present in New Haven Harbor and exhibited a map of the current leases and plots in the harbor. Mr. Carey said that some lease holder agreements date to the 1800s. Mr. Carey also noted that the New Haven Harbor water quality is currently appropriate for shellfish cultivation and that surficial sediment quality is generally good as historic contamination tends to be below recently settled sediments.

Mr. Carey stated that the deepening of the FNP is not a major concern for shellfish resources as the FNP is routinely dredged every 10 years or so. The main impact to shellfish habitat would come from the potential widening of the FNP and the associated side slopes.

Mr. Carey voiced opposition to the idea of a dredged material island creation alternative as it would remove potential oystering and clamming grounds in the harbor.

Mr. Carey mentioned that any rock to be generated from blasting activities could be used to stabilize Charles Island in Milford, CT. USACE noted that it could be considered as an alternative but would likely need a sponsor to support the added costs of transporting the material out of New Haven Harbor.

Summation

Following the presentations and general discussion, Mr. Randall requested that written comments on the project be provided to the USACE within 30 days. Mr. Randall also noted that any additional questions or concerns could be brought to the attention of Ms. Blumeris or Mr. Randall via letter, email, or call.

Meeting Adjourned.

Todd Randall

Marine Ecologist

The following agencies were invited to the scoping meeting via letter 30 days prior to the meeting:

National Marine Fisheries Service – Habitat Conservation Division
National Marine Fisheries Service – Protected Resources Division
US Environmental Protection Agency
US Fish and Wildlife Service
US Coast Guard
Connecticut Department of Energy and Environmental Protection – Marine Fisheries Division
Connecticut Department of Energy and Environmental Protection – Land & Water Resources Division
Connecticut Department of Agriculture – Bureau of Aquaculture
Connecticut Office of Historic Preservation
New York Department of State - Coastal Management Program
New York Department of Environmental Conservation
Mashantucket (Western) Pequot Tribe
Mohegan Tribe

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION I
5 POST OFFICE SQUARE SUITE 100
BOSTON, MASSACHUSETTS 02109-3912

April 6, 2017

Lawrence Oliver
US Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751

Dear Mr. Oliver:

We are writing to accept your invitation to serve as a cooperating agency under the National Environmental Policy Act (NEPA) in conjunction with the U.S. Army Corps of Engineers preparation of an Environmental Impact Statement (EIS) for New Haven Harbor, Connecticut Federal Navigation Project. As a cooperating agency we will review draft documents and attend coordination and public meetings as appropriate and as resources permit.

Should you have any questions, please feel free to contact Jean Brochi of my staff at (617) 918-1536 or brochi.jean@epa.gov.

Sincerely,

Regina Lyons

Regina Lyons, Manager
Coastal and Ocean Protection Unit

From:	Randall, Todd A CIV USARMY CENAE (US)
To:	Blumeris, Barbara R CIV USARMY CENAE (US); Habel, Mark L CIV USARMY CENAE (US); Oliver, Lawrence R CIV USARMY CENAE (US); Mackay, Joseph B CIV USARMY CENAE (US)
Subject:	FW: New Haven Harbor Improvement Project EIS scoping meeting
Date:	Thursday, January 26, 2017 11:01:29 AM

FYI from NYDOS on New Haven Improvement

-----Original Message-----
From: Maraglio, Matthew (DOS) [mailto:Matthew.Maraglio@dos.ny.gov]
Sent: Thursday, January 26, 2017 10:58 AM
To: Randall, Todd A CIV USARMY CENAE (US) <Todd.A.Randall@usace.army.mil>
Cc: Zappieri, Jeffrey D (DOS) <Jeffrey.Zappieri@dos.ny.gov>
Subject: [EXTERNAL] RE: New Haven Harbor Improvement Project EIS scoping meeting

Todd

Thank you for reaching out to Denise regarding your invitation to participate as a cooperating agency for the New Haven Harbor Connecticut Federal Navigation Project feasibility study and environmental impact statement. The Department will not be participating as a cooperating agency pursuant to the National Environmental Policy Act. The Department is granted comparable authority to participate in such actions pursuant to the Coastal Zone Management Act and is happy to contribute to the discussion in this capacity. Please coordinate with myself and Jeffrey Zappieri (cc'd).

Matthew P. Maraglio
Coastal Resources Specialist, NYS Coastal Management Program
Consistency Review Unit, Office of Planning & Development

New York Department of State
99 Washington Avenue, One Commerce Plaza, Suite 1010, Albany, NY 12231
O: 518.473.3371 | Matthew.Maraglio@dos.ny.gov
Blockedwww.dos.ny.gov

-----Original Message-----
From: Randall, Todd A CIV USARMY CENAE (US) [mailto:Todd.A.Randall@usace.army.mil]
Sent: Thursday, January 19, 2017 11:16 AM
To: Caldwell, Denise (DOS) <Denise.Caldwell@dos.ny.gov>
Subject: RE: New Haven Harbor Improvement Project EIS scoping meeting

Hello Denise, I was wondering if NYDOS would be responding to the Cooperating Agency request letter for the New Haven Improvement Project? Also, will a NYDOS representative be available to attend the Agency scoping meeting described below?

Thanks,
TODD

TODD RANDALL
Marine Ecologist

US Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742
978-318-8518
todd.a.randall@usace.army.mil

-----Original Message-----
From: Randall, Todd A CIV USARMY CENAE (US)
Sent: Tuesday, January 03, 2017 7:19 AM
To: 'denise.caldwell@dos.ny.gov' <denise.caldwell@dos.ny.gov>
Subject: New Haven Harbor Improvement Project EIS scoping meeting

Hi Denise,

My name is Todd Randall and I am an Ecologist with the New England District of the Corps of Engineers. The Corps is beginning the study of navigation improvements (i.e., deepening and widening) in the New Haven Harbor Federal Navigation Project in New Haven, CT. For the study the Corps will be drafting an Environmental Impact Statement (EIS). As such, our project managers have drafted letters with some specifics of the project and inviting stakeholder agencies to be cooperating agencies in the EIS process. The attached letter was sent out a week or 2 ago. I apologize for not dropping you an email sooner to give you a heads up. I believe your name came up as the point of contact for the NY DOS because of your previous involvement with Corps projects. If this is incorrect, could you please let me know who to use as a NY DOS POC (and forward this information to them).

In accordance with NEPA policies in the development of an EIS, the Corps will be holding a public scoping meeting as well as an agency scoping meeting to present the rationale for the improvement study and explain the study process. The Corps would like to invite the NY DOS to the agency scoping meeting (and public scoping meeting if you so desire), so this email provides the details of the meeting date and time.

The date for the Agency Scoping Meeting for the New Haven Harbor Navigation Improvement EIS will be Jan 25, 2017. Details are below:

Agency Scoping Meeting
Jan 25, 2017
0930-1230
Conference Room B

Connecticut DOT Office
2800 Berlin Turnpike
Newington, CT 06131

The Corps has also planned a public scoping meeting to present the study to the public. The details for that meeting are:

Public Scoping Meeting
January 24, 2017
6:30 pm to 8:30 pm

New Haven Hall of Records
200 Orange Street
New Haven, CT 06515

Please RSVP to this email to let me know if NY DOS would like to attend the agency scoping meeting. If you cannot attend but would still like to provide comments, please let me know and we'll arrange an alternative time to get together and go over the project and get NY DOS's input.

The Corps will provide an agenda for the agency scoping meeting as we move closer to the meeting date.

Thanks in advance for your assistance with this project. Feel free to call or email should you have any questions.

V/R,
TODD

TODD RANDALL
Marine Ecologist
US Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742
978-318-8518
todd.a.randall@usace.army.mil

From:	Randall, Todd A CIV USARMY CENAE (US)
To:	Blumeris, Barbara R CIV USARMY CENAE (US); Habel, Mark L CIV USARMY CENAE (US); Paiva, Marcos A CIV USARMY CENAE (US); Oliver, Lawrence R CIV USARMY CENAE (US); Mackay, Joseph B CIV USARMY CENAE (US)
Subject:	FW: New Haven Harbor
Date:	Thursday, January 26, 2017 2:37:50 PM

FYI - CT State Arch.- Accepts being Coop Agency

-----Original Message-----
From: Jones, Brian [mailto:brian.jones@uconn.edu]
Sent: Tuesday, January 24, 2017 3:43 PM
To: Randall, Todd A CIV USARMY CENAE (US) <Todd.A.Randall@usace.army.mil>
Subject: [EXTERNAL] New Haven Harbor

Mr. Todd Randall,

I am writing to accept your invitation to act as an agency contact regarding EIS coordination for the New Haven Harbor dredging project. A letter of invitation to participate recently arrived in my campus mailbox from Mr. Lawrence Oliver. Unfortunately, my office was moved last Fall, so mail has been delayed in the forwarding process (for future notifications, please see the updated address below).

I will be at tomorrow's scheduled scoping meeting in Newington.

Sincerely,

Brian Jones

Brian Jones, Ph.D.
State Archaeologist
Office of State Archaeology
brian.jones@uconn.edu <mailto:brian.jones@uconn.edu>
860-299-5769

For scheduled office visits: Monteith 408, UConn, Storrs
Mailing address: Department of Anthropology, UConn, 354 Mansfield Road, Storrs, Connecticut 06269-1176

Connecticut Department of
ENERGY &
ENVIRONMENTAL
PROTECTION

79 Elm Street • Hartford, CT 06106-5127 www.ct.gov/deep Affirmative Action/Equal Opportunity Employer

January 24, 2017

Mr. Lawrence Oliver
Chief, Planning Division
U. S. Army Corps of Engineers
New England District
696 Virginia Road
Concord, Massachusetts 01742-2751

Dear Mr. Oliver:

Thank you for your letter of December 14, 2016 inviting the Department to become a Cooperating Agency for the preparation of an Environmental Impact Statement (EIS) as part of the feasibility study to examine navigation improvements to the existing New Haven Harbor, Connecticut Federal Navigation Project. We will assist and participate in the NEPA process.

You should understand that because of the level of detail available during NEPA/CEPA review, all regulatory issues may not be fully identified in the environmental review process. By becoming a Cooperating Agency, the Department does not relinquish any authority, including requiring more detailed information for applications, under our Water Quality Certification and Coastal Zone Management programs.

Frederick Riese of the Office of Environmental Review is the appropriate NEPA/CEPA contact person for the New Haven Harbor IFR/EIS project. He will attend the January 25 meeting and coordinate the Department's participation in the review process with the appropriate resource and regulatory offices. He may be reached at (860) 424-4110 or frederick.riese@ct.gov.

Again, thank you for the invitation to participate in the environmental review process in connection with feasibility study and EIS for improvements to the New Haven Harbor Federal Navigation Project. I trust you will find the participation of Frederick Riese helpful.

Yours truly,

Betsey Wingfield
Bureau Chief
Water Protection and Land Reuse

BW/gw

United States Department of the Interior

FISH AND WILDLIFE SERVICE

New England Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5087
http://www.fws.gov/newengland

REF: New Haven Harbor Navigation Project draft EIS January 20, 2017

Mr. Lawrence Oliver
Department of the Army
U.S. Army Corps of Engineers
696 Virginia Road
Concord, Massachusetts 01742-2751

Dear Mr. Oliver:

This responds to your letter requesting that the U.S. Fish and Wildlife Service (Service) participate as a cooperating agency, pursuant to 40 CFR 1501.6, in preparation of an environmental impact statement for the subject project. Your letter was dated December 14, 2016, and was received in our office on December 22, 2016. Under 40 CFR 1501.6, a jurisdictional nexus and special expertise may qualify an agency to act as a cooperating agency under the National Environmental Policy Act. However, although the federally threatened piping plover (*Charadrius melodus*) and red knot (*Calidris canutus rufa*) are known to occur in coastal Connecticut, at this time, it is not clear that these or other species listed under the Endangered Species Act (ESA), or other resources under the jurisdiction of the Service, would be affected by the subject project. In addition, the Service lacks special expertise in navigation improvement projects. Therefore, in the absence of a clear jurisdictional nexus or special expertise, we are declining to participate as a cooperating agency. If you are aware that listed species or other resource(s) under Service jurisdiction may be affected, please notify us so we may re-evaluate our participation. We are available to provide technical assistance as needed when the U.S. Army Corps of Engineers (Corps) considers the potential effects of the project under section 7 of the ESA.

Thank you for considering the Service in this process, and we look forward to working with you and the Corps in the future. If you have any questions regarding this letter, please contact David Simmons at 603-227-6425 or at david_simmons@fws.gov.

Sincerely yours,

Thomas R. Chapman
Supervisor
New England Field Office

From:	Linnick, Katherine E MST1
To:	Blumeris, Barbara R CIV USARMY CENAE (US); Randall, Todd A CIV USARMY CENAE (US)
Cc:	Andrew, Shannon L LTJG; Gunning, Jason CDR; Terveen, Jay C MST2
Subject:	[EXTERNAL] New Haven Harbor - Environment Impact Statement (EIS)
Date:	Wednesday, January 18, 2017 8:43:44 AM

Good morning,

I am responding to your letter requesting participation in the EIS for New Haven harbor. Our Waterway Management Office here locally is willing to participate and assist in any way during this process. Please let me know when the first meeting will be setup and if there is any sort of scheduled agenda.

Thank you.

Regards,

MST1 Katherine Linnick
USCG Sector Long Island Sound
Waterways Management Division
Tel: (203)468-4565

todd.a.randall@usace.army.mil

-----Original Message-----
From: James Quinn [mailto:jquinn@moheganmail.com]
Sent: Tuesday, January 03, 2017 2:30 PM
To: Randall, Todd A CIV USARMY CENAE (US) <Todd.A.Randall@usace.army.mil>
Cc: Autumn Cholewa <ACholewa@moheganmail.com>
Subject: [EXTERNAL] New Haven Harbor, Connecticut Federal Navigation Project EIS

Dear Mr. Randall,

My office recently received an invitation to assist with the NEPA process for the above referenced project. Please accept this email as confirmation that the Mohegan Tribal Historic Preservation Office accepts the invitation to participate in the formulation of the EIS. Please provide any additional relevant information as it becomes available.

We look forward to working with all interested parties, stakeholders and agencies assisting with the process.

Best regards,
James

James Quinn

The Mohegan Tribe

Mohegan Tribal Historic Preservation Officer & Archaeology Department Manager

13 Crow Hill Rd.

Uncasville, CT

Office: 860-862-6893

Cell: 860-367-1573

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

DEC 2 2 2016

Lawrence Oliver
Chief, Planning Division
Department of the Army, Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751

Re: New Haven Harbor: Navigation Improvement Project EIS, Request for Participation as a Cooperating Agency

Dear Mr. Oliver,

This letter is in response to your request, dated December 14, 2016, that we participate as a cooperating agency in the preparation of an Environmental Impact Statement (EIS) associated with the New Haven Harbor Navigation Improvement Project. We agree to participate as a cooperating agency to help advance effective interagency coordination on this project.

Our role and degree of involvement as a cooperating agency is dependent on existing staff and fiscal resources. Our contributions will be limited to providing written comments in response to your documents prepared as part of the NEPA process, i.e. draft EA, EIS and scoping documents. You can expect our comments in response to provide technical information identifying species and habitats of concern, identification of issues and topics that need consideration and evaluation in your NEPA process, and guidance on evaluating, minimizing and avoiding effects to our trust resources. We are not in a position to undertake data collection, conduct EIS analyses, or prepare sections of the draft or final EIS as staff and resources are fully tasked in other obligatory NOAA Fisheries programs.

Thank you for the opportunity to participate as a cooperating agency on this project. We look forward to working with you. If you have any questions regarding this matter, please contact Alison Verkade at (978) 281-9266 or by email at Alison.Verkade@noaa.gov for information regarding EFH (HCD Contact) or Zach Jylkka at (978) 282-8467 or by email at Zachary.Jylkka@noaa.gov for information regarding ESA (PRD Contact).

Sincerely,

John K. Bullard
Regional Administrator

EC: Verkade, NMFS/HCD; Jylkka, NMFS/PRD;
Blumeris, USACE; Randall, USACE

Public Informational Meeting January 10, 2018
USACE News Release
Transcript of Meeting

NEWS RELEASE

U.S. ARMY CORPS OF ENGINEERS **BUILDING STRONG®**

For Immediate Release:
Dec. 19, 2017
Release No. CT 2017-135

Contact:
Tim Dugan, 978-318-8264
cenae-pa@usace.army.mil

Corps of Engineers, New Haven Port Authority to hold public meeting Jan. 10 on New Haven Harbor Navigation Improvement Study

CONCORD, Mass. – The U.S. Army Corps of Engineers, New England District, the Connecticut Port Authority, and the New Haven Port Authority will hold a public information meeting on the status of the New Haven Harbor Navigation Improvement Feasibility Study and Environmental Impact Statement (EIS) on Jan. 10, 2018 in New Haven, Conn. The meeting will provide an opportunity for the Corps and the Connecticut and New Haven port authorities to provide a status update on the study and allow the public an opportunity to ask questions and provide comments.

In response to a resolution of the Senate Committee on the Environment and Public Works dated July 31, 2007, the U.S. Army Corps of Engineers, New England District is conducting a feasibility study and Environmental Impact Statement to examine navigation improvements to the existing New Haven Harbor Federal Navigation Project. The non-Federal sponsor for the study is the New Haven Port Authority in partnership with the Connecticut State Port Authority.

The public information meeting will be held on Wednesday, Jan. 10, 2018 in the Nathan Hale School auditorium at 480 Townsend Avenue in New Haven, Conn. Registration will start at 6 p.m. and the meeting will start at 6:30 p.m.

The study is considering navigation improvements, including deepening and widening the federal navigation project. Inadequate channel depths result in navigation inefficiencies in transporting goods into and out of the harbor. To reach the terminals, larger ships must lighter outside the breakwaters and/or experience delays while waiting for favorable tide conditions, or both. Deeper and wider navigation features (main channel, maneuvering area, and turning basin) are needed to increase the navigation efficiency and safety of New Haven Harbor.

The feasibility study will identify, evaluate, and recommend to decision-makers an appropriate, coordinated and workable solution to the navigation inefficiencies at New Haven Harbor. Alternatives will include analyzing various incremental channel depths and widths based upon net economic benefits and design requirements for deeper draft vessels. In addition, the study will evaluate various dredged material disposal alternatives such as beneficial use (e.g., oyster habitat and marsh creation, beach nourishment, historic disposal mound capping, nearshore placement), open water placement, and upland placement.

More information on the New Haven Harbor Improvement Study is available on the Corps website at: http://www.nae.usace.army.mil/Missions/Projects-Topics/New-Haven-Harbor/.

– more –

Public information meeting Jan. 10 on New Haven Harbor Improvement Study/2-2-2-2

The Draft Integrated Feasibility Report/Environmental Impact Statement (IFR/EIS) is scheduled to be completed in April 2018 and will be available for public review and comment.

Significant issues to be discussed in the Draft EIS include the effects of dredging, disposal, and beneficial use of dredged material on the physical, biological, cultural, and socioeconomic environment of the project area.

Comments or questions about the EIS can be directed to Mr. Todd Randall, U.S. Army Corps of Engineers, New England District, 696 Virginia Road, Concord, MA 01742-2751, or by email to todd.a.randall@usace.army.mil.

# # #

PUBLIC INFORMATION MEETING FOR THE NEW HAVEN HARBOR IMPROVEMENT STUDY

JANUARY 10, 2018

6:30 P.M.

NATHAN HALE SCHOOL

480 TOWNSEND STREET

NEW HAVEN, CONNECTICUT

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

JOSEPH SALVATORE, CONNECTICUT PORT AUTHORITY
JUDI SHEIFFELE, EXECUTIVE DIRECTOR
NEW HAVEN PORT AUTHORITY

TODD RANDALL, ENVIRONMENTAL COMPLIANCE LEAD
U.S. ARMY CORPS OF ENGINEERS, NEW ENGLAND DISTRICT

BARBARA BLUMERIS, Project Manager
U.S. ARMY CORPS OF ENGINEERS, NEW ENGLAND DISTRICT

(The hearing commenced at 6:30 p.m.)

MR. HABEL: Okay, good evening. Can everyone please take their seats, and we'll get underway here. Good evening and welcome to this public information meeting for the New Haven Harbor Deep Draft Navigation Improvement Feasibility Study and Draft Environmental Impact Statement.

My name is Mark Habel. I'm the Chief of the Navigation and Environmental Studies section for the U.S. Army Corps of Engineers, New England District. The New Haven Harbor Deepening Study is being undertaken by the Corps of Engineers in response to direction from Congress and in partnership with the project sponsors, the New Haven Port Authority and the Connecticut Port Authority.

This is my first time in this building, so I'm sure all of you know more about this place than I do, but for anyone who needs them, restrooms are down the hall on the left on either side of the cafeteria, and if you find yourself overcome by thirst, there's a water bubbler across from the men's room.

With that said, the purpose of this meeting is to inform the public of our progress on the feasibility study, to provide the public an opportunity to ask questions about the project, to solicit public input to the feasibility study and draft EIS, and to inform the public of opportunities to provide comment on the project to the Corps and its sponsors.

I'd now like to call on the representative from our non-federal study sponsor, the New Haven Port Authority, Judi Sheiffele. Judi, thank you.

MS. SCHEIFFELE: Good evening, my name is Judi Sheiffele, and I must apologize. I've been losing my voice for the past week, so I'll try to yell, but I'm the executive director of the New Haven Port Authority, and it's almost been a year now since we had the kickoff meeting where there was a discussion on what would be involved in a navigation improvement feasibility study.

During this past year I worked very closely with our partners, the Army Corps of Engineers and the Connecticut Port Authority, to assess the existing conditions in our port and to define the long-term navigational needs of New Haven Harbor.

Tonight, as Mark explained, the Corps will share some of the tasks that have been completed and provide a timeline for those yet to be achieved.

The primary objectives of this study are to identify transportation inefficiencies and safety concerns and evaluate the net benefits a deeper channel would provide in increasing the economic competitiveness of the Port of New Haven.

On behalf of the commissioners of the New Haven Port Authority I would like to extend our thanks to the Army Corps of Engineers for undertaking this study, to the Connecticut Port Authority for providing the matching funds that were required of the local sponsor, and also to the maritime community who served the Port of New Haven for their cooperation in supplying us with the very necessary data that was needed for this study. With that, thank you.

MR. HABEL: Thank you, Judi. And now I'd like to call Joe Salvatore from the Connecticut Port Authority for a few words.

MR. SALVATORE: Good evening and welcome to this public meeting on the New Haven Harbor Deep Draft Navigation Improvement Study. My name is Joe Salvatore, and I'm here on behalf of the Chairman of the Board, Scott Bates, and our executive director, Evan Matthews.

The Port of New Haven is our state's largest port and significant contributor to our state's economy, not to mention the importance as a source of import for much of our state's commerce including the heating oil keeping us warm this evening.

The Connecticut Port Authority, in partnership with the New Haven Port Authority and the Army Corps of Engineers, supports the study in a deepening of the Port's navigation channels to ensure that commerce remains in Connecticut.

The Connecticut Port Authority also supports the beneficial use of dredge material from the project including the proposals for ecosystem enhancement and restoration. Along with our partners here this evening, we welcome your remarks and hope to answer your questions on the study and the project.

If you want to learn more about the Connecticut Port Authority, go to www.ctportauthority.com. Thank you.

MR. HABEL: Also with me tonight from the Corps of Engineers, New England District is Barbara Blumeris, our project manager, Todd Randall, biologist, and the preparer of the draft EIS, Lisa Winter, our coastal engineer, and Aaron Hopkins, who

is also from our environmental resources section, is providing our slideshow today, and the staff of the Public Affairs office, Sally and Tim, who you met as you entered the facility.

The agenda tonight is; following this introduction, Barbara Blumeris will provide an overview of the Corps' study effort and the specifics of the New Haven Harbor Navigation Project. Following Barbara, Todd Randall will provide a briefing on the status of our field investigations for the New Haven Harbor Study and dredge material placement options under consideration.

I will then open this meeting to your comments and questions. Should you need copies of the public notice or other pertinent information, those are available out in the lobby at the table you registered at, so ladies and gentlemen, Barbara Blumeris.

MS. BLUMERIS: Good evening to everyone. I would like to start this presentation off with -- the first slide is j the agenda of what we're going to cover this evening. Today's presentation will focus on these ten items listed on the slide. The items are presented to inform you of the various aspects of the feasibility

study.

Next slide. The feasibility study purpose is to look at improvements to the existing federal navigation project that we have here at New Haven Harbor.

AUDIENCE MEMBER: Could you speak up, please?

MS. BLUMERIS: Oh, sure. So the purpose of the study today is to look at the improvements to the existing project that we have in New Haven Harbor, the main channel specifically. The study will examine increasing the depth and other improvements to that existing channel.

The outcome of the study will be a recommendation in a report to Congress for potential Congressional authorization for those improvements. The recommendation would require determination that such improvements are engineeringly feasible, environmentally acceptable, and economically justified.

Next slide. We have the non-federal sponsors with us tonight, and they are, as we know, the New Haven Port Authority, and the state Port Authority. They provide the 50 percent cost share match for the study. The total cost of the

study is $3 million, and it takes -- it will last for a period of three years.

Next slide. This slide shows you the main channel coming into New Haven Harbor. I'm not sure how many people here are familiar with the channel, but it starts out in the deep water of Long Island Sound and goes through the breakwaters, heading in past Morris Cove, up past Sandy Point Dike, and then to where all the terminals are located at the head of the harbor.

The existing channel that you see up there that is currently in use today was completed in 1950, so quite awhile ago. At that time there was about 5.1 million cubic yards of material removed to create this 35-foot channel. That's 400 feet wide on the inside, and 500 feet wide on the outside. This channel provides one-way traffic for the deep draft vessels that enter into those terminals at the head of the harbor.

The Corps of Engineers maintains the project at 100 percent federal cost. We dredge it approximately on a 10-year cycle, and people in the room, you know, may be familiar with the fact that we dredged it in 2014, because you might have seen the dredges out there at that time.

At that time we removed 650,000 cubic yards of material. That material was tested prior to dredging. It was determined suitable to go to the Central Long Island Sound disposal site. So there's the existing channel, and the Corps currently maintains that, so now what we're trying to do in this study is look at ways to improve that channel. Obviously it was built in the '50s. There's been changes in ships since 1950.

Next slide, please. Currently the port is ranked number 53 out of 150 U.S. ports in the United States based on cargo volume. It's the largest deep water port in Connecticut and important to the State of Connecticut as we heard from both Judi and Joe.

Basically -- this diagram shows the terminals. We have various terminals, Magellan up in the upper left-hand corner. Then coming out we have the Gulf terminal, the Gateway terminal, the Magellan T-dock, you can see the T, the New Haven Harbor terminal with the finger pier, and finally the Motiva Shell terminal at the very lower piece of the slide.

So that shows you the facilities that are here that are dependent on this

channel. PSEG is a little further seaward is not shown on this slide. They have a dock where they bring in barges occasionally, but they have converted over to natural gas, so they don't actually use that pier as much for deep draft any longer. So these are the main terminals that we're looking at from the deep draft point of view, the ones you see on the slide.

The port is serviced by the railroads. We have access to areas in New England as well as Canada. The pipeline transports jet fuel that runs from here to the Bradley International Airport and out to Westover.

Next slide. So now the problems why -- so I mentioned it was constructed in 1950, and we have larger ships now coming in. The insufficient channel depth and turning basin for the larger ships causes transportation inefficiencies. Ships drafting greater than 31 feet must enter in a rising tide, that's a high tide, and offload some of their product outside of the breakwaters and the anchorages onto barges, have those barges bring that material in, and then having been lighter, then move themselves into the terminals.

So that is an issue, that the ships cannot enter in the area because of the depth of 35

feet. The existing bend, which we see on this slide to your right, is also a little bit of an issue. That is -- it's a 35-degree bend, and it passes between the existing breakwaters. The banks of this bend are very steep, and strong bank forces are experienced when the larger deep draft ships navigate through that channel.

This problem is worse for the deeper draft ships that must enter on the rising tide to take advantage of that extra water. At that time the currents are higher, so they experience those forces to a greater extent.

Next slide. This is the study schedule, so right now we're in the evaluation phase. We anticipate being ready to release the draft report this spring with the EIS. That will be for public and agency review. Following the public review, sort of in the middle of the diagram, then after that we would do an optimization analysis of the selected plan and then prepare a Chief's Report in 2019.

That Chief's report would be April 2019, about a year and a half from today, and -- that is a report I had mentioned that would go to Congress for authorization for construction. If

construction is authorized, it wouldn't be anticipated until 2023.

Next slide. . This is a slide just to demonstrate the types of commodities that enter into those terminals, into the port that I showed you. It's primarily petroleum product. That's that orange portion of the pie, but there are other goods that come in as well. Other goods include coal, sand, gravel, salt, copper, steel, cement, fabricated metal products, and scrap metal, so there's -- primarily the bulk of the product is petroleum that comes in.

Next slide. This slide is to give you a sense of the change in volume of cargo coming into the port over time. So it shows the commerce for both the domestic and foreign ships coming in. So the top is the total commerce, the domestic is the second line, and then the foreign commerce is the bottom line.

Domestic traffic primarily comes from New York Harbor and other Northeastern ports, and that primarily consists of petroleum products. Domestic tonnage, a lot of that is barge traffic. Foreign traffic primarily comes from Canada, from the Netherlands, from Chile, United Kingdom and Turkey as

well as a few other countries. So that comes in to these terminals, and that is petroleum product as well as some of the other products I mentioned such as steel and some of the exports that go out.

So this is the -- what the future would look like without a project. So without a project, without doing something -- we're now in 2023 before we actually construct. That would be almost 75 years from the original 35-foot deepening. Without a project, transportation inefficiencies, safety and maneuverability concerns to inadequate channel depths and widths will continue to persist.

The imports and exports into the port, the cargo volume is expected to continue to grow. As Joe mentioned, many of the households in Connecticut rely on fuel oil or some form of oil for heating, and the population is expected to continue to grow. Over the past 20 years, 25 years it has actually increased 6.7 percent. Salt is one of the products that come in, is used by Connecticut DOT, and that's used for all of the different roadways in the area.

Next slide. So this is to give you a sense of the size of some of the ships that are coming in. So this figure shows the fleet

distribution for the petroleum tankers coming into New Haven Harbor. So you can see here the yellow is MR2. MR2 is the midrange tanker, and that's the primary tanker that's currently coming into New Haven.

So the MR2 drafts from 35 to 45 feet, the length overall, which is the length of the ship can be up to 660 feet, and the width is 106 feet. That gives you a sense of the size of the tankers coming in. We also have a couple of visits of some larger tankers.

Next slide. This slide shows you the distribution of the bulk ships coming in such as the salt and some of the other products I mentioned. This shows you on this slide that the Handymax is the most common size coming into the port. So you can see the Handymax, the draft is 33 to 45 feet, length overall up to 708 feet, and a mean of 106. So these are the size ships that are coming in right now, so the channel is inadequate for these size ships to come in officially into this port.

Next slide. This shows just a summary of the design vessels for the particular studies. This is part of what the Corps looks at and analyzes in terms of designing the new channel for the port. This is just to give you a sense of what kinds

of information we use.

next slide. So -- this is a summary of how we calculate our economic benefits. They're based on decreasing transportation costs. So for the feasibility study the project benefits are assessed based on bringing the product in on larger vessels, thereby achieving efficiencies of scale of the larger vessels so we can bring in volume at a lower unit cost into the harbor.

Savings also results in reduction in tidal delays, so the larger ships do not need to wait outside of the breakwater to enter on the rising tide. It also reduces the safety concerns that resulted with trying to navigate that bend.

There's also a reduction in lighting costs of offloading material out in Long Island Sound and then bringing it into the harbor, and that also reduces environmental risk of spills in the harbor in the Long Island Sound by reducing lighting. So these are the alternatives we are looking at, like I mentioned, without the project, , continued problems, safety concerns, inefficiencies.

Some of the alternatives that we're looking at are deepening the main ship channel as well as widening it slightly and then changing and widening

the bend. We're considering depths from minus 37 to minus 42 feet, and these dredging or widening improvement alternatives would be combined with different placement options.

So when we look at the alternatives from the design point of view, there's components of the design. So we have the inner channel, which is the main channel. That's currently 35 feet, 400 foot wide, and then we have the width. Along with that we have a small turning basin. This is when the ships back their ships out, and then they have to turn the ship to head out. That's that turning basin.

So we have -- on the slide on your right upper left is the proposed turning basin area, and that's centrally located in front of the terminal so they can take advantage of it, so that's two key components.

We've also -- to minimize the improvement dredging quantity, the alignment of the improved channel will generally follow the course of the existing authorized channel, so we are not moving away from the existing channel. We're staying in it. We're going to use the same maneuvering area in front of the terminals, so that will help us to minimize impacts. As I mentioned, the turning basin is going

to be slightly north to align with the location of the terminals in New Haven Harbor.

Next slide. So this shows the concept for widening the bends. The bend between the two breakwaters is challenging for the ships to navigate. As I mentioned, the proposed bend alignment will replicate the existing bend. However, improvements will be made in widening to the east and also in deepening it as well.

The entrance channel, which is the other component of the -- fourth component of this --, I talked about four components -- is from the breakwater out to deep water. So this is aligned with the existing channel today, and what will happen is it will be extended out to deep water of the selected depth. So we're looking at 37 to 42 feet, so it will extend out to either 37 or 42, whatever the selected plan is.

Next slide. So this is the amount of material that would need to be dredged for these improvement projects. So we have a range. We have dredge quantities ranging from 2 million cubic yards for the 37-foot project to up to 5.7 million cubic yards for the 42-foot project. That would be sort of in the range of the original construction back in the

1950s.

As you can see, there's quite a range depending on what turns out is the net that optimizes, which one has the highest net benefits when we look at both the cost and transportation cost savings as well as environmental issues. Of that material most of it is fine silt and clay. There is some material that is not fine silt and clay.

There is a portion that's fine sand, and that is primarily in the entrance channel. That's the area outside of the breakwater. There is a portion at the breakwaters that will be ledge. That area would require blasting to deepen, and those are your numbers for that rock removal.

Next slide. So when we dredge the material, then we'll have placement options, different alternatives of where we could put it. So one option is the Central Long Island Sound disposal site, and that is listed on the sign as CLDS. So Central Long Island Disposal Site, although that's CLDS. That is what that is and that's -- people are probably familiar with that. It's in Long Island Sound.

There we would use some of the material to cover some of the historic disposal mounds where material was disposed at that site pre 1970s

before we did sediment testing. So we would use that, this material from our dredging project to cover some of the preexisting historic disposal mounds within CLDS. That's one use of it.

Other uses are inside of the harbor that we're going to look at, the Morris Cove, oyster habitat creation, salt marsh restoration, rock placement. Now, before I move on to those, which you have on the next slide, I'll tell you which ones have been eliminated.

MS. PINSKY: Morris Cove should be eliminated.

MR. HABEL: Can we please limit comments and questions until after the presentations and then we can talk about Morris Cove.

MS. BLUMERIS: Yes, I'm going to give more information on it. So the options that are eliminated due to the fine grain nature of the material, and Todd will get into a little bit of the work ongoing on the sediment testing and the studies we're doing, but we found already, we've looked at some of the information, although we're still in the process of looking at it, is that the sand is not suitable for beach placement.

So we have found sand, but it's not

suitable. It has fines greater than the percentage allowed to be placed on beaches. However, it's still good, fine sand, and that will be used for the oyster placement areas. Also, the fill, because again of the fine nature of this material, it wouldn't be suitable for coastal resiliency projects. It would wash away, so it would not be suitable to place along the shoreline as fill.

It would also not be suitable for structural fill, so those three options are now off the table based on the nature of the material.

MS. PINSKY: Question. The material --

COURT REPORTER: I'm sorry, I can't hear her, and if anyone's going to talk, they need to come up here.

MR. HABEL: Yeah, we're going to hold any questions and comments until after the presentations.

MS. PINSKY: I wasn't aware of that. Okay.

MS. BLUMERIS: So we're basically taking into full consideration the practical benefits of the dredge material in cooperation with willing and capable sponsors and parties. All this will be key to

a successful project. So next slide.

This shows, as I mentioned, some of the -- a little bit more detail on the placement sites within New Haven Harbor. So Morris Cove Borrow Pit, filling the pit with clean material. The capacity of the Morris Cove is about 600,000 cubic yards of material, and the material strategically placed within the pit to fill it to roughly even with the surrounding bottom.

The other area that we're talking about is the oyster habitat creation area near the east breakwater. So that would be putting sandy material in that area to about a 2-foot depth on top of the native silty material. This area has a capacity of about 440,000 cubic yards to place sandy material. Although we don't maybe have that much, we would put what we have there. So right now we're still looking at these sites, but that's a potential option for the sandy material, is oyster habitat creation at the east breakwater.

Another area we're looking at is Sandy Point Dike Salt Marsh Restoration. So that's over to the west side, and there we would use the material, the fine grain, silty material to create a salt marsh. That area has a capacity of about 450,000

to maybe a million cubic yards. However, we're still looking at that as well.

The rock placement. So I mentioned there would be rock. So that rock would be placed at the west breakwater, at the toe of the breakwater seaward to help stabilize the toe. So those are the sites within the harbor, and then we have the CLDS disposal mound covering. We're definitely trying to look for beneficial uses of this material , based on the nature of the material.

We also are minimizing, to whatever extent practical, interference with the New Haven shellfish harbor industry, and we're working with the Department of Agriculture to avoid impacts to shellfish.

We also have the Cross-Sound power cable under the channel. It runs down the centerline of the channel. This is a 25-mile 330-megawatt fiberoptic cable that carries electric power, phone, and Internet to Long Island. So most of the cable is buried at 48 feet.

However, a portion of the cable, about 700 feet, was not embedded to the required depth and rests on the rock at the south ledge area near the

east breakwater. This area, this portion of the cable would need to be moved. In 2004 the Corps issued a permit that allowed the owner to meet the 48-foot depth when we deepen the channel.

Next slide. This is some of the environmental compliance acts that we will be complying with as part of this project. These acts address a wide range of topics including air quality, water quality, fish habitat, and cultural resources.

Next slide. This slide shows the non-federal cost sharing requirement for the navigation project improvement. As I mentioned, the studies cost share 50/50 of the project itself, because it would be greater than 20 feet would be cost shared 35 percent non-federal. For example, I put a range of project cost estimates, which are still under development, but this is just to give you a feel for the magnitude of the project, could range from 40 to 80 million. 35 percent of the $40 million project is $14 million.

Other items in the table are cost shared as shown. For instance, improvements that the terminals would need to make to their facilities to accommodate if they needed to deepen their brooks would be 100 percent their cost.

-- the federal government cost shares in the actual construction in the new navigation channel and turning basin maintenance area, and then we would maintain it at 100 percent federal cost into the future.

Next. Next we will have Todd Randall come up and give us an overview of the field studies.

MR. RANDALL: Thanks, Barb. It's good to be back in New Haven. I spent a lot of time here as an undergraduate, so it's kind of neat to be back studying an area that I did a lot of fieldwork with a long time ago. I see some old friends. I was going to talk to you today about --

MR. HABEL: Speak up more.

MR. RANDALL: Yep, sorry, sorry. I was just making small talk before my presentation loaded. My name is Todd Randall. I'm a marine ecologist with the Corps of Engineers. I just wanted to share with you some of the studies we did in support of the project. I'm essentially going to run through some of the sediment sampling that we did in support of the project, our biological sampling that we did in support of the project, and then some hydroacoustic surveys we did.

Again, this was to take a look at the bottom in the areas that we're going to improve in our navigation channel to look for, –or to give us some more detailed bathymetry of the bottom, to calculate out qualities, and to look for anomalies. We do have one mystery at the end of this presentation.

We did find one, I'll call it a "structure" in the water, and we don't know what it is. Luckily, it's outside of the footprint of the improvement project, but if anybody happens to know what it is, I'm going to put my money on Mike Pimer, it would be great to know exactly what it is.

Next slide. So sediment sampling. We contracted out this work to one of our environmental contractors, AECOM, and they worked with Ocean Surveys, Incorporated out of Old Saybrook to take some sediment samples within our improvement area. So as Barbara said, we're widening, we're looking at widening the channel, and deepening the channel.

So you'll see in the next slide -- not yet. What we did is set up a series of transects within the navigation channel to try to pick up those side slopes that we would be expanding as well as the depth that we'd be looking

at. So for our target depth, we just went with the maximum.

As Barbara said, we're looking at a depth range of between 37 and 42 feet. So we actually sampled down to minus 44 feet, which gives us a maximum depth of 42, plus two feet that we're allowed to go over. If anybody that doesn't know what vibracoring is, essentially there's a boat with a moon pool and a big crane, and they lower that little apparatus down into the bottom. It's got a core liner in the middle of that tube, and it's got a pneumatic piston that just drives it down, so that would allow us to achieve those depths of 44 feet that we wanted to get to.

I was just going to show you some examples. We don't have enough time to go through every single core, but you can see what a representative of the majority of the material looks like. These are our stations in the inner harbor. We have six transects. You can see they are formed by those green dots that run across, and within those six transects we had 17 stations.

Next slide. In the outer harbor we had two transects with six stations, so essentially three stations per transect, and I'll show you what we found from some of those so you can get a feel for

what the material looks like.

Next slide. So hopefully you can see this. This is a series of pictures from one of the cores from the outer harbor. This is -- so right out here, this is sample A. It was on one of the side slopes, so in one of the areas where we're talking about widening the channel.

Essentially what's shown is a series of pictures that show from the top of the core, that's at the sediment water interface, down to the bottom, which is about 11 feet, and so you can see here the material out there was that fine sand that Barbara was talking about. It does have a component of silt in it, so we can't put it on beaches, but it is useful material.

Basically all that material from the breakwater out is similar and has the characteristic of being sand, so that's where that majority of sand that Barbara was talking about -- I'll flash up those quantities again so you can see them, but essentially that's the area that the sand is coming from.

Next slide. This is what the majority of the material from the breakwaters into the harbor looks like. This sample is from Station I, which is right here on the side slope across from Morris Cove. Again, the series of pictures show the depths of the

core.

On the left it starts at the top and goes down to about 12 feet, and the material inside the breakwater all the way into here is very similar to this. It's a mix of silt and clay. It looks like glacially deposited material. This again is one from the side slope. The ones in the channel were obviously a little shallower, but, they all look very similar. The inner harbor is a little bit different.

Next slide, please. This is core from station X, which is all the way up here just before the bridges. This station is right in the middle, the center of the channel, and what we see again, pictures of the course from top to bottom, but -- so from zero to about 5, 5.2 feet up in the top over there. You have a black organic silt, and then below that it varies.

Sometimes we would see that gray silt and clay again. Other times, as in the case that's right in the channel, we would come upon a little bit more of a sand layer, and that, you know, is essentially characteristic of these transects in here that are within the channel.

The stations that we found here in the little proposed turning basin area were

essentially silt all the way down, that gray -- well, a combination of the black and then the gray silt. I think in May we took cores down to about 30 feet, but it was all very, very silty material.

Next slide. So this is just Barbara's slide again on the quantities. You have the channel design depth across the top. As Barbara said, there's going to be some rock that would come out of the bend. Those are her numbers again on the top. The sand ranges from about 121,000 cubic yards up to 475,000 cubic yards depending on the depth that we go to, but again, it does have a signature of silt in it, so it's really not beach compatible, but it's useable material, and then the fines we have 1.9 to 5.2 million cubic yards.

Next slide. So sediment chemistry. We did take individual chemical profiles of each individual core for the contaminants of concern, and we also ran biological testing on a composite from each transect. So for each transect we would composite the material and run these tests with the end result being its suitability -- I mean, what we're trying to get at is the material's suitability for open water placement.

So there are a series of tests that we run: whole sediment testing where we put some

critters in an aquarium with the sediment and check on their survivability -- suspended sediment testing: where we suspend the sediment in elutriate form, put critters in, see their survivability.

And there's the bioaccumulation testing where we put critters with the sediment, let them live in the sediment for about a month, and then we analyze their tissues for contaminants. Unfortunately, we didn't get our testing results back until just before Christmas.

So our chemistry folks are still reviewing all the Q/A and QC on that, so we don't have the results available right now, but we expect them within the next month or so, and then that all leads into the suitability modeling that gets done.

Next slide. Some of the other things that we did, as Barbara mentioned, we worked with the Bureau of Aquaculture to identify some beneficial uses for the dredge material. One of the suggestions that they put forth was to take a look at the area behind the eastern breakwater and possibly see if we can enhance the bottom sediments for shellfish.

At the moment the bottom is fine, silty material, which basically is not good for oyster habitat. So since we couldn't put that sand up on the

beach, one of the ideas put forth by the Bureau of Aquaculture is to possibly place the sand in that area to create more viable oyster habitat.

So while we were sampling out there we took some samples just to see if that was indeed the case, and sure enough, all that area behind there is silt and clay.

Next slide. We also did some benthic community analysis. Essentially this is just critter counts. You know, you want to see what is living in those sediments that we are talking about disturbing. So on the slide slopes that we're going to widen and within the channel we took some of these benthic community samples.

Essentially benthic sampling entails using a rig like you see here on the left, which takes a sample of sediment. You bring it up, run it through a screen, and then back in the lab you identify what's in it, and it gives you a kind of picture of the health of the bottom.

Next slide. So in New Haven we have a fairly long, historic record, again, a lot of benthic sampling back in the day for -- was it UI? Yeah. And so we also have a pretty good historic record, because as Barbara said, we maintain this

channel every ten years.

So what we tried to do, since we kind of know what's going on there, we targeted those side slopes, you know, the widening areas to see what we can find. So we had three samples on the inside and about seven on the outside. We put some in that shellfish triangle I showed you, the area behind the eastern breakwater, to try and identify the benthic community. Next slide. Real quick benthic ecology 101 on this slide. When you take a look at the benthos that live on the bottom, there's kind of a continuum. If you would imagine a forest, if you were to kind of clear cut it, and you start off with dirt, and you have grasses, and then shrubs come back and trees, same kind of concept in benthic ecology.

Sediments that are stressed or disturbed. Once the disturbance stops, you tend to start with this group 1 situation, which are really small organisms that reproduce in high numbers, and then there's a kind of continuum up to group 3 where you find bigger bodied creatures. They're a little more stable. They live longer.

Bottom line is the New Haven Harbor channel and that shellfish area that we're looking at are basically kind of in the middle. You know,

there's a lot of representatives of these Groupd I species, and there's some group three in there, too, so it's nothing out of the ordinary: what we expect. This is kind of chealthy community what we expect to see in an estuary like New Haven Harbor.

Next slide. Some of the other surveys that we did, we did with our survey vessel. We can go through this later in detail if anyone wants. Aaron's one of the guys that helps us out with this, so any technical questions we can work with him on it, but essentially we did some surveys out in the harbor.

Next slide. That helped us better define the bathymetry. Like I said before in the beginning, we're looking at anomalies on the bottom to see what we did. If we came across any that we didn't know what they were, we used this little ROV. It's an underwater camera on a tether that gives us some pictures, so I got some pictures for you to look at in just a few seconds.

Next slide. Really quick. This is just the survey plan. We surveyed about 70 miles in total back and forth in New Haven Harbor.

Next slide. As Barbara said, we're also looking at extending the channel as it comes out into Long Island Sound. Our target is 44

feet, so the existing channel stops somewhere around that green, so we extended the extent of the survey out to see if there would be any required dredging out there.

Next slide. This is just the bathymetry we got, and we'll use this to finalize and kind of fine tune our material quantities that I showed you before.

Next slide. This is just the outer harbor. Again, the bathymetry. Next slide. So, again, this is just more of the bathymetry from outside. So if anybody wants to discuss this after or in questions, we can certainly do that, but what that data gave us was also a side scan sonar survey of the bottom. So that's kind of like almost a digital picture of the bottom.

We basically go through with our survey data and identify targets on the bottom that would be affected by any kind of dredging, and obviously we're trying to concentrate on those areas that we're widening. The main channel has been maintained once every ten years, so there's not a lot in the main channel. But we're just trying to make sure there's nothing of biological or historical significance on the side slopes where we're going to

widen the channels.

So in all we came away with about 242 targets, and we have numbers of different examples. Some of them we know right away, because we encounter them so often.

Next slide. So those are all the targets that we found. Next slide. So we have known targets. These are things that we can go over and compare to a coast chart, and it's pretty obvious what it is.

Next slide. So here within that blue circle you can see, it's just a square block. We compare it with the coast chart. It's right next to the red nun #2 buoy, so basically that's a mooring block. So we can eliminate a lot of things like that by making an educated guess by the navigational features that are supposed to be there, mooring blocks, sewer outfalls, things of that nature.

Next slide. This is a cool slide. You can see all those drag marks on the bottom: they are essentially shellfish draggers marks. Those are the scars from dragging their equipment around, and in that dark shade is a kind of mounding of sediment maybe after they pull their equipment. As I mentioned before,

Here is a sediment pattern that kind of develops over the top of the sewer outfall. Again, we compare it to a nav chart, and that's what we see.

Next. So we eliminate a lot of those known objects, and we get down to a handful of stuff that we actually have to go out and investigate what that is. That's where that little camera on the sled comes in.

Next slide. Here is one target next to the channel just north of Sandy Point, again, just a block on the bottom. There weren't any obvious mooring fields or navigation marks there. So we went down with the ROV, and it turns out it's some derelict fishing gear. It's a lobster pot and string.

Next slide. Again, we're looking for any things of historical or biological significance. We came across an anomaly here to see what it was and -- next slide. It turns out it's a crepidula reef. Crepidula is a small -- well, not -- it's a relatively big Gastropod, snail, that forms little reefs, so we've identified that. Again, this is outside of the footprint of the project. We did pick it up, so we decided to look at it.

Next slide. Let's see. Here's one on the inside of West River, it's a long structure. We

was a piling. So that's kind of what we've seen. We'll have that information in the EIS, and you'll be able to look at all the targets that we got.

So now the moment everyone's been waiting for. What is this? It's just north of Sandy Point. It looks like -- well, it kind of looks like a half-buried wreck. So we went down with the camera, and... we still don't know what it is. Fortunately, it's outside of the project area, so we are going to put a buffer around it just to make sure nothing happens to it, but it may end up being investigated.

We have a staff of archaeological folks that may take a look at it, if need be, but again, it's not inside the project. It's just outside, so we can keep a buffer around it. So those are some of the things that we did for studies, and that's all I have. Thank you.

MR. HABEL: Okay, ladies and gentlemen, now it's time for you to speak to us. In accordance with the goals of the National Environmental Policy Act to encourage public participation in the preparation of feasibility studies and environmental impact studies, this public information meeting continues your opportunity to ask questions and provide feedback to the Corps and other

agencies undertaking and cooperating in the study.

We believe it's crucial to this public participation process that your voice be heard. That's why we're here, and we thank you for your contribution. This public information meeting will be conducted in a manner that, should time allow, provides those who desire to ask a question or require information regarding the project an opportunity to do so.

If we do run out of time this evening, you're welcome to forward your questions to the Corps or to fill out a feedback card that can either be mailed to the Corps or provided to any one of our team here tonight. Agency e-mail addresses and other resources are listed on one of our handouts that you would have picked up out in the lobby.

I must emphasize that this is not a public hearing. We're here to listen to your comments and answer your questions where we can at this point. Though we have a stenographer present to record your concerns and views, we're not taking actual testimony here tonight. There will be a time for public hearings when the Corps and its partners have completed their draft analysis and have a document ready for public review.

We will be back to New Haven and have public hearings on that. To help ensure that the most people possible get to ask questions and provide comments, please state your name and question succinctly so that we may provide specific responses.

Please understand that not all questions may be able to be answered tonight. These studies are still ongoing, and no decisions have been reached on the project. We are not here to reach any conclusions. We are here to provide information and answer your questions.

Please respect the right of all to express their views. Please do not interrupt the questions and responses. We will begin with those who filled out a card at the registration table indicating they had a question to ask. When you have had your opportunity to speak, we had hoped to provide a microphone, but we couldn't find one. I hope everybody can hear me, and please speak up so that everybody can hear you also.

In order to keep things flowing, I will identify the next speaker when I call the speaker who will come up currently. Please limit your question time to a couple of minutes so we can accommodate as many of you as possible.

When beginning your question or statement, please state your name and identify if you are speaking for or representing a position of an organization. If you speak as an individual, please say so, and let us know what community or area you are from. If all those who have filled out a card have had an opportunity to ask questions and there's still time remaining, we can open the floor to additional questions.

If at that time you wish to ask a question, please raise your hand, and one of our floor facilitators will take your information. I want to emphasize again that we would like all who wish to ask a question to have an opportunity to do so. Should we run out of time this evening, you're encouraged to send your questions or feedback directly to the Corps.

Before we get going, I'd like to go off script just a bit and explain two things about the project. We're looking at an improvement dredging project. Maintenance of the existing project, the existing 35-foot channel, takes place about once a decade when we remove anywhere from half a million to a million cubic yards of accumulated silty shoal material. That's material that through natural processes has deposited itself in the channel since it

was last dredged. That process will continue probably as long as there's a port in New Haven.

Improvement dredging is when we deepen a port or make a port's channels and anchorages and turning basins bigger, and when we do improvement dredging, we're digging into areas or elevations that have not been dug before. So we're removing material that was deposited long before the harbor was developed and industry came and even long before people inhabited the area. As Todd mentioned, this is mostly glacial silts and clays that are inside the breakwaters, so that's just the distinction between maintenance and improvement dredging.

Now, I'd like to start calling people in the order that they filled out cards. I'll try to get your names pronounced right to the extent you were able to write clearly. So first up is Michael Pimer. Could you please come up. We're going to ask everybody to stand over here so that the stenographer can record your remarks. Next will be Renate Dicks.

MR. MICHAEL PIMER: Right here?

MR. HABEL: Right there, that's good.

MR. MICHAEL PIMER: Everybody hear

me all right?

MR. HABEL: All okay.

MR. MICHAEL PIMER: A lot of you don't know who I am. I'm Michael Pimer. I've lived in New Haven, West Haven my entire life. I'm 79, shortly to be 80. I've been a harbormaster for New Haven for sixteen years. I rode the Spider, which laid down the cable and kept track of the cable going across the Long Island Sound while it was in the harbor.

I have been doing marine stuff for Yale, for Southern Connecticut, for just about all the universities. These cores he took up, we took them, a little different, but they were still called vibracore, and we took vibracore samples back 50 years ago. Had to have a diver on the bottom to guide the thing, because we didn't have the good system they got today, but here is what I want to say.

Approve the project. I don't know how you're going to do anything unless you do move the cable, but that's your problem. The spoils that you're going to take out of the harbor, Sandy Point has pretty much disappeared, the jetty. That jetty protected City Point in West Haven and New Haven, South Water Street, the restaurants.

I've been around long enough to have seen many storms and one storm 25 years ago or so pick the oyster boats up and put them in the parking lot. That's catastrophic today. It was bad enough back then, but the guys were working around getting the boats back in the water. Don't happen like that today. Big expense plus the housing plus the restaurant livelihoods. That's the West River.

Sandy Point protects the West River from bad weather, and it's been going downhill since before I was born. It's actually shifted and moved. Sand from West Haven's beaches that they replenish every year, because of the westerly breeze, comes across Sandy Point into New Haven Harbor and ends up in the anchorage in New Haven. It used to stop. It doesn't happen anymore.

I set moorings for City of New Haven as the harbormaster for years, and within the last five years I'm pulling them up, and it's got red and light colored sand in it, which means it's washing off the beach, coming across, and ending up there.

We also have a sewer line in West Haven that ends up a hundred foot from the main channel, and it's in the books to have a new sewer line put in place. I believe the Corps -- in fact, I know the Corps

has got to approve that, but you want to keep this in mind that maybe West Haven ought to get on the ball and do that prior to your filling in, if you're going to fill in, and like I said, I approve of that.

There's also -- we have all kinds of moans and groans, because I know the people very well over here in Morris Cove that don't want anything going on in the borrow pit, but that borrow pit's so full of mud that it's unbelievable. I've dove down there. UConn almost lost a diver in it, because it's so sludgy, absolutely horrible stuff, but you can cap it as long as you don't ...

Years ago we were convinced, when they built the highway, that you could dredge out there, and it wouldn't affect the beaches. Well, all of Morris Cove lost a beach. Off of the Sound School there is also a borrows pit, and I was going to ask is that where that light line was by buoy 5 in the West River outside the main channel?

MR. RANDALL: Might be.

MR. MICHAEL PIMER: There's a 36-foot sailboat sitting in the bottom of it. It's been there for five years, and people sail right over the top of it, because they don't know it's there. The mast was taken down and then sunk in a storm, but

that is another borrows pit 26-foot in depth in some places, not too many, probably an eighth to a quarter mile long you can use for dredge material.

The West River. This is my favorite project, why I'm here tonight, guys. I belong to City Point Yacht Club. We got 350 plus members. We have no water. Number of years ago, a lot of years ago, Kimberly Avenue Bridge, they decided it needed to be replaced. The Corps did this with the agreement of New Haven and West Haven, which contributed to it, and they built a temporary bridge.

The temporary bridge was built to temporary specs, which means the uphill grade don't mean a thing except it's not permitted in a permanent bridge. Well, eight, ten years ago they made it permanent. Now the traffic coming across crashes into the traffic getting off the highway, because they cannot see over the top. Not part of the dredging problem, but it also stopped us from dredging upriver.

The City of New Haven has 12 foot of water to the end of Pequonnock Yacht Club, and then it becomes six. It wasn't that way. Now I believe Congress zipped it up to six foot so they wouldn't have to dredge it anymore. We have boats bigger and

deeper than six foot.

We were told to keep it dredged. We had to have commercial vessels, fishermen, dredgers, bigger boats inside of the bridge to get it dredged outside of the bridge up to it, which is a navigable channel, navigable to six foot. Commercial boats aren't six foot. They're a little deeper.

We plow our way through the mud till we get to City Point where now we got 12 feet. We would like to see that resumed back 12 foot right up to the bridge. We're not asking you to go under the bridge. City Point Yacht Club has picked up the price of dredging the main channel last time we dredged our marina. We at least would like to see the Army Corps of Engineers keep the channel.

We might have to go back to Congress, I think I'm right about that, put it back to 12 foot and leave it there, but look into the future. We're building a waterfront project there. They're going to plan on putting -- they're going to have their own marina. They want to invite people in with boats that draw more than six foot to visit, spend money in the City of West Haven and New Haven. You got to have the water.

So I'm here tonight to ask you to

consider putting that channel back to 12 foot. We had an oil disposal unit 50 foot this side of the Kimberly Avenue Bridge called Farnham Environmental Protection. They offloaded tugboat sludge out of the bilge, and they made -- that's beside the point.

Not too good a job, but they had water enough for tugboats, and they had it all along. This is what I'm trying to tell you. I'm not making this story up. They come in, they pump the bilges, and then they got rid of it. I don't know where they put it. That's not the subject tonight.

But the river itself needs to be put back to what it was initially, and Sandy Point needs to be built up again with dredge material from the main channel, and that would save Water Street and the restaurants and the people at City Point and the school, and I think I've talked enough, folks.

MR. RANDALL: Thank you.

MR. HABEL: Okay, thank you, Mr. Pimer. Ms. Dicks, and next up would be Robert Pimer.

MS. DICKS: I'm Renata Dicks, and I'm a Morris Cove resident, and I'm one of many people here who have been to numerous Army Corps of Engineer meetings that have dealt with our harbor, our Morris

Cove borrow pit, and the dredging of both New Haven as well as Bridgeport, and I have to say I'm delighted to see for the first time that the plans are to fill the borrow pit with clean fill.

We would be anxious to see what the clean fill is and be reassured that that will indeed not affect the houses that get this water into their basements, but I'm just so happy not to see the idea of having bridge sludge tucked into that borrow pit and capped and us ongoing having to fight that idea.

So thank you for putting that at the top of options, and hopefully that clean fill will be very clean, and we will have a very healthy Morris Cove with new life able to grow on top of it. Thank you.

MR. HABEL: Okay, thank you. I'll have a few comments on Morris Cove, and then we'll get on with your questions. At the last meeting that we had on this project downtown almost a year ago we talked with some of you that were there about Morris Cove, and there had been prior meetings, as Renate said, about what should happen with Morris Cove with respect to dredge material.

What I said last year was as long as that borrow pit exists on the bottom of New Haven

Harbor, somebody's going to want to fill it with something, and the Corps and the state had proposed putting material from Bridgeport there. Sometimes it takes the government a while to listen, but we heard you, and we're not going to do that.

But the borrower pit does present an opportunity for the Corps and the State and the City to save a little bit of money by putting 400,000, 600,000 cubic yards of material in the borrower pit rather than haul it out to Central Long Island Sound and to cap that material over maybe with some portion of the sand that we have.

We're not going to put material into the Morris Cove borrow pit that Connecticut DEEP and EPA do not approve of. The material is going to have to meet their requirements for unconfined open water placement, which is our definition of a marine world of what is clean versus not clean.

Right now the plan is, pending the outcome of the current round of sampling and testing and maybe even some additional sampling and testing later in the year, to take the material that is in the channel that is immediately adjacent to Morris Cove and put it into the Morris Cove borrow pit, bring that pit back up to the elevation of the surrounding area

so that it's then available to the shellfish industry or whoever else wants to use it.

You will be given the opportunity to view all of those test results and the opinions of those agencies and comment on it. Robert Pimer, and next up after Robert will be it looks like Joseph Gilbert.

MR. ROBERT PIMER: Yeah, my name is Bob Pimer. I promise not to talk as long as my father did. I'd just like to give a little brief history, because my main concern is the West River. I'm the senior trustee for City Point Yacht Club. I've been an officer there on and off for the last 20 something years, and I won't go into relating most of the things my dad said.

The river does need to get back to 12 feet. We do allow the New Have -- I mean West Haven's fireboat, which will be coming this spring, to use our facility for zero dollars, the West Haven Police Department. It's also right now that New Haven was good enough to build another fireboat. Our channel's the only access to protect the Amtrak railroad bridge north of 95.

So I would love for you guys to include the West River somehow. Maybe it won't get

done in 2023 here, but if it could be at that time period, I think it's very important like for the Amtrak bridge and the safety of those folks. God forbid you get a fire there. It's the only access. There's no road access to get there.

So I am here for City Point Yacht Club, and I'm not sure if there's anybody here from Pequonnock or West Haven, but everything my dad said about Sandy Point is very true. We need that jetty point. I commend you guys. I think the borrow pit, I think the rock on the outside of the west wall, all the areas you mentioned tonight are great avenues for putting your material and not just sending it offshore at a big expense to the government or ourselves.

I would like to give just a little brief history just so people don't think I'm just some officer from a yacht club. I'm a 30-year tugboat captain, and I come from the days of my family running pilot boats, wooden pilot boats, and I've actually worked with the New Haven/Bridgeport pilots when they would back ships into New Haven terminal un-tug assisted.

We've come a long way, and the widening of that channel out by the main wall, that's a godsend. If you got to move the cable, you got to

move the cable. I've worked with Northeast pilots, Sandy Hook pilots. I've dove and done research with Yale, Southern Connecticut, the Army Corps of Engineers. I put four years in the U.S. Coast Guard. I'm not shooting off the hip. I think you did a fantastic presentation. Thank you.

MR. HABEL: Okay, thank you. And before we have the next speaker come up, which is Anstress Farwell --

MS. FARWELL: I'm going to pass.

MR. HABEL: You're going to pass, okay. Ned Taylor. Okay, you'll be next, but I do want to talk about West River a little bit. West River is an authorized federal navigation project. It has a 12-foot entrance channel that goes partly up the river and then a 6-foot channel that used to go even farther up the river before Congress de-authorized the upper end.

I understand that West Haven is working with our navigation maintenance group, Eddie O'Donnell and his people, to try to get the West River studied and funded for maintenance dredging. If the City wants to look beyond the depths that are currently provided in the Congressional authorization, that's a whole different process, and I'd be happy to

talk to you after the meeting about how to go about doing that. Okay, Mr. Taylor.

MR. TAYLOR: My name is Ned Taylor, and I've lived here in Morris Cove for about the same length of time as you've been the harbormaster, okay, and the reason I'm here is I'm worried about the material.

Number 1, I'm all for doing this work on the channel. We need business in New Haven. Boy, we need something to set off the taxes. I hope we do something. The reason I'm here about it is because the material. I was here for the '55 dredging. That's the one with all the gray clay that's in back of the airport, which is East Shore Park, and I'm also the president of the Fort Nathan Hale Restoration Group, and every time we dig a hole for a bench post, we run right into it.

Second was the one where they took the sand and everything, put it over and built IKEA, so forth and so forth, and then somebody from the Engineering Department had a bright idea of putting the excess sand all along the rock underneath the cliffs and everything else.

Today I defy you to find one grain. It got all sucked up, and then it goes around the

corner and comes into our fort. I'm losing my moat. So if you have an extra little bit, dig out my moat, if you will.

But the biggest thing I'm worried about is pollution. The entire Morris Cove/West Haven area is surrounded by signs that say don't take the shellfish. It's polluted. Don't take it. When I was growing up, we used to clam the hell out of it. You name it, blue shell crabs, everything else, and we don't have it today. Now the next thing the fishermen are telling me at the fort is the sandworms are gone. They've died or they're just plain gone.

So the pollution part is wherever you're going to put this material, I'm not too happy about putting it in Morris Cove, because I don't know what's in it. So when you do your core samples or whatever, I'd like to see the material.

And the last thing is when you're looking around on the bottom, I have three cannons that are missing from the fort. If you find three, they're ours. 1759 they went in, so -- also the biggest thing is we stick out the closest to the channel, so anything goes by, people love to come to the fort and say they're almost onboard ship. That ship is almost within reach, so I'd like to see the

channel done and so forth.

Yes, the big thing is pollution. I don't want to see that happen, okay, and I can't tell you the fish and what have you that are missing, but whatever. I hate to say the last flat fish I caught tasted like Mobil 1, but I know that's not you. Thank you.

MR. HABEL: Thank you. The next speaker is Laura Chan. She left, okay. Martin Torres Quintero, and after Martin will be Laura Moore.

MR. TORRES QUINTERO: Yeah, greetings to everybody. I'm Martin Torres Quintero, and I'm the outdoor event coordinator for the City of New Haven, so I work for the City, and I have a list of comments and questions, but I'm just going to be brief, and I'll just ask some questions.

We run, in the City of New Haven, one of the largest recreational boating programs, so I would like to know if you have taken into consideration or will take into consideration the impact that this probably will have on the canoeing, paddleboard and sailing programs that we run at some parks that will be affected by this. Those parks are Lighthouse Point Park, East Shore Park, and Criscuolo Park.

I would also like you to take into consideration the fact that we're about to finish the boathouse on Long Wharf, so that is supposed to be now -- once it's finished it's going to be one of the largest human powerboating facilities in the state. So I noticed that on the widening of the channel, that's basically going to some of the areas we are currently expanding our boating programs, so that's one I would like to take into consideration.

(2) I would also like to know what the timeline is for the project, because obviously this is going to impact some of the wildlife that had moved to New Haven Harbor, particularly sensitive migratory birds. As you may know, we have now bald eagles that are nesting nearby, and we have some other species such as snowy owls that -- and it's just a matter of like -- I just want to take into consideration when the sensitive times for these guys are.

And also obviously if I could have a request to have better delineation of the channel, to also let the recreational boaters know what to do, because obviously, as you may know, paddle board and kayaking have become the No. 1 activity in the Greater New Haven waterways. So we have a lot of people that

go there and recreate, and obviously a paddleboard and a kayak are not going to mix well with a tugboat and a barge or an oil tanker.

So that's -- those are the ones that I have, and I'll just be more than happy to pass this to somebody. I have this, thank you.

MR. HABEL: Thank you, Martin. We'd be happy to take into consideration whatever information you provide, and if you give your contact information to Barbara.

MR. TORRES QUINTERO: Yeah, it's there with my e-mail.

MR. HABEL: She would be happy to talk to you.

MR. TORRES QUINTERO: All right, thank you.

MR. HABEL: Okay. Laura Moore, and next would be Julia Merk.

MS. MOORE: So I'm Laura Moore. I'm just a neighbor here, not representing anybody but myself. However, I do go out and swim in the harbor. My family does, we kayak, so the biggest concern is pollution. What I wanted to do was actually synopsize a little bit and see if I understand what you presented. So at this time you do not have the

results of chemical or biological testing; is that correct?

MR. RANDALL: We just received them prior to Christmas break. We don't have them here today, yes.

MS. MOORE: So what's the plan for presenting that? I know this is going to go on for another year and a half, so there's going to be an additional meeting in six months? Three months? It'll be on your Web site? How will we get that information?

MR. HABEL: That information will be made available this spring with the publication of the draft report.

MS. MOORE: Okay. And that's posted on your Web site?

MR. HABEL: That'll also be posted on our Web site, yes, and it'll be -- that will be done before the public hearings.

MS. MOORE: So now you talked a lot about the sand and the rock and what your plans were for those, and then there was this huge volume of silt and clay, and I didn't hear any talk about what the plan for that was. I mean, what -- I assume that's sort of unsuitable for any kind of like --

MR. RANDALL: No, no, no, no, definitely not. The silt and clays are, especially the glacial material, would be suitable for the marsh creation at Sandy Point. We would basically construct a containment structure on the outside and backfill it so it could be used for marsh sediments.

Central Long Island Sound Disposal Site and the remediation of those PRE-NEPA disposal that are out there and then the use of the Morris Cove borrow pit.

MS. MOORE: So when you dump stuff in the borrow pit, is it just the heaviness of the material that takes it into that pit? Like how does it get there?

MR. RANDALL: Yeah, so silt and clay -- the best explanation I've ever heard of it is: the diameter of a silt and clay particle is kind of similar to like cooking flour, right, that you use in the kitchen. So you would think if you just throw it in the water, it would go everywhere.

But if you took that same flour and add some water to it, right, you get a ball of dough. So when we dredge it up, it's basically been compressed over time, and it has water within it, so it kind of acts like a giant solid, just kind of drops

down to the bottom.

I mean, there is some resuspension that happens, but the Corps spent years and decades modeling the effects of when it goes down and what happens to that material. So the results of the chemistry and all those tests that I talked about basically get put into models, and that tells us whether it's suitable to be done like that, to be disposed of like that, or whether it's not.

So that whole process is ongoing right now, and that will all be presented and laid out in a draft report.

MS. MOORE: Okay. So once we know what's in it --

MR. RANDALL: Absolutely, yeah, yeah.

MS. MOORE: That'll be much easier to understand like, oh, it's going to end up on the beach, and it's okay, it's not okay, that kind of thing.

MR. RANDALL: Okay, exactly.

MS. MOORE: That's all of my questions. Thank you.

MS MERK: Hi. I'm Julia Merk. I've lived in the cove for about four years now. I think

most of the questions and comments that I had have been addressed, but I guess I don't expect an answer to this question, but hypothetically would you support this project if it was happening in your backyard, in the water that you swim in, and your family plays in and so just --

MR. RANDALL: Yeah, absolutely.

MS. MERK: You guys -- we know how we all feel about it, but --

MS. SHEIFFELE: I live in Worchester Square. I wish I lived on the water, but --

MS. MERK: So you would feel comfortable taking your kids in the water and --

MR. RANDALL: As a matter of fact, my parents still live in --

MS. MERK: I'm not asking about you.

MR. RANDALL: So we come down here quite often, and we go out fishing in New Haven and swim down there.

MS. MERK: Do you eat the fish?

MR. RANDALL: What's that?

MS. MERK: Do you eat the fish?

MR. RANDALL: Absolutely.

MS. MERK: All right. And others, do you all live around here or --

MR. HABEL: No, we don't.

MS. MERK: Would you feel comfortable going into this water while this is going on?

MR. HABEL: I've been doing this work for 39 years now. If I wasn't comfortable with it, I wouldn't be doing it.

MS. MERK: All right. That was -- thanks.

MR. HABEL: Okay. Next is Chris Olier or --

MR. OZYCK: Ozyck.

MR. HABEL: Ozyck. Sorry about that, Chris.

MR. OZYCK: Chris Ozyck. I live at 603 Quinnipiac Avenue. So I was struck on this presentation, I was sitting up front, I was happy, because when the presentation showed the core samplings for the zero to five foot, it was described as silty clay, nonplasticky, and I don't know if you caught it, it also said faint odor of petroleum, and so that is I think a concern that a lot of people will have here as to where that material is going.

I also noticed on the slides that there was a structural upland deposition. It was the

last item on how you would dispose of this material.

MS. BLUMERIS: Right.

MR. OZYCK: And so my question was those two things I think are things that I've heard from a number of people, that they're very concerned about where those type of materials would be placed, in what communities, and how they would be handled.

You know, it was interesting. The long-time fisherman/tugboat operator, you know, he's eaten a lot of fish in his day, and he said recently they've tasted like petroleum. So it's not hard to connect the dots as to where that petroleum product is coming from.

And one of my concerns has been it's great to have economic vitality, widen the channel so we can get more ships in here. I'm not sure how much that benefits the City of New Haven. It may benefit the State of Connecticut. It may benefit the communities north of us such as New York, Massachusetts and even Vermont.

They're looking at making a rail connection to get more cargo to go up there, but yet the Port Authority has not lived up to its environmental mandates that were part of its creation, and so there's supposed to be a greenway connection

between this community and downtown, and that has not happened and now they're actually looking at selling a parcel of that land.

So you sort of say, hey, you know, this sounds like a great idea, but maybe we should really look at who benefits and who pays the -- bears the burden. So I don't know if you guys have any comments on that.

MS. SHEIFFELE: I'd certainly like to have that conversation with you, Chris. We're not selling land. The state's trying to take it.

MS. OZYCK: Okay. That's not what your minutes show, but that's fine.

MR. HABEL: Chris, in terms of looking at upland placement for some of the material, originally when we started this study, we had a whole list of things. We knew what we had done back in the '50s.

As somebody mentioned, the airport and the park and the City had a proposal to do some shorefront resilience fill along the downtown waterfront. But after we got a look at the nature of the dredge material and that it wasn't really structural material, those came off the table.

MR. OZYCK: Okay. So are you

committing that none of the dredgings will end up being mixed with concrete and used in an upland cap?

MR. HABEL: The Corps has no plans for that, no.

MR. OZYCK: Okay. And so what will happen to the petroleum-smelling material from one to five feet in the channel?

MR. HABEL: If the material passes all of the tests to EPA's satisfaction and DEEP's satisfaction, then our plan is that any material we don't use in marsh creation would go out to the Central Long Island Sound site where it would be used as cover material for some of the older disposal mounds from back in the '50s, '60s, and even before material that was put out there, before there was any sampling and testing of that.

MR. OZYCK: And should the samples not (?) meet those criteria, where will that material go?

MR. HABEL: We don't know. We would have to come up with a plan to contain those materials.

MR. OZYCK: Is there a practice of one solution to pollution is dilution, of diluting the polluted material enough so that it does meet that criteria, or will you keep it as one element and not

mix it with other materials?

MR. HABEL: Well, that's one way of putting material upland and satisfying the state's requirements. I don't believe EPA would allow you to undertake that practice to make it suitable for open water placement.

MR. OZYCK: Okay. Thank you.

MR. HABEL: Okay. Next is Frank Cochran, and after him Steven Ortiz.

MR. COCHRAN: Hi. My name is Frank Cochran. I live at 433 Edgewood Avenue in New Haven. I'm here this evening primarily to just make contact on behalf of the West River Watershed Coalition, which is a group of a very large number of organizations including five cites, two of which are New Haven, West Haven, and we are undertaking all kinds of studies and projects around the West River, so I'm very interested in the maintenance dredging prospect that was mentioned earlier, but I also want to be in contact here.

There are other resources. There are also oyster beds in the -- where the West River empties into the harbor, and I wanted to make one other point. I don't guess there's anybody from the City of West Haven here tonight.

You may want to have a similar meeting in West Haven, because its Harbor Commission has recently adopted a new plan, and there are some facilities in West Haven near the mouth of the West River but in the harbor, which, you know, might be affected by this or might be added to the project even.

So I'd like to just leave a brochure for the Watershed Commission and my card for future communications purposes.

MR. RANDALL: Thank you.

MR. COCHRAN: And I think most of the other thoughts that I have had really have been -- would be echoing things people have already said. I would be very interested in looking at those sampling results when they do become available, obviously.

MR. HABEL: Okay. Thank you, Frank.

MR. MICHAEL PIMER: I'm here representing the Harbor Management Commission from the City of West Haven. That's what I wrote down. West Haven is well aware of it.

MR. HABEL: Steven.

MR. ORTIZ: Hi, Steven Ortiz, a life-long resident of the City of New Haven. Just a couple questions. Was this meeting a mandatory

scheduled meeting?

MR. HABEL: No, it's not.

MR. ORTIZ: So I feel like the only unanswered question is the results of the core testing. I felt like maybe you could have postponed the meeting till you had that, because not everybody's going to have the same amount of time to come to all the meetings.

Having said that, is there going to be a set date where you release all those actual meetings, because I think primarily the biggest concern is the ecological effect with the shellfish and the fishing and the birds and every other animal that revolves around the shore.

So I don't know if you can answer that question now, but will we have a date where we can sit here and listen to those results and the action plan to deal with those results?

MR. HABEL: Yes, there will be. We don't have a date yet. We have one checkpoint to get by with D.C., and then we've got to begin preparing the draft document that will go to the public, and as Barbara and I said earlier, sometime this spring that will be published. It will be made available through our Web site.

We'll give notice to the various neighborhood groups in the City to try to spread the word on that, and once that's gone out, there is a public comment period that's 30 to 45 days. In the middle of that period we would have one or more public hearings.

MR. ORTIZ: Okay, all right, thank you.

MR. HABEL: John Cox? Linda Pinsky.

MS. PINSKY: I've been around for the first block with the bridge dredging issue, and I'm suspicious that you might be trying to use this as an issue to still put the bridge dredgings in there, in our pit.

I'm also suspicious that our neighborhood has a high cancer cluster, and I don't want to see anything that goes into our neighborhood to be contaminated.

I also don't like that we are being called to a meeting with only a short notice, and that more people could not have been coming because of opportunity. I also don't trust the DEP results, and I would want independent results as well, because I'm suspicious of the DEP results, because they have shown very lack of concern over what goes into the water

here.

I think you guys should just leave our pit alone. Just leave it alone. Move on. The odor from the harbor as you drive by is usually pretty horrendous. I don't want that permeating our little cove.

Connecticut has become the fourth state in the country of people leaving. In Connecticut more people are leaving than coming. We're a little beach area in New Haven. The only little jewel of Connecticut, as the independent paper once said, and I don't want to see it contaminated. I don't want to see it messed with. I want to see it protected. It deserves to be protected.

It's got a long history. It's got a long history, and it's got a long membership of New Haven and it's parallel to very exotic places. It's a lovely cove. It's a lovely place to live, and we don't need anybody contaminating it.

We went through studies of stuff that can break through the CAD. Is that what you're talking about forming, a CAD?

MR. HABEL: Well, we don't have to form a CAD. There's a pit there already.

MS. PINSKY: Right, but you were

going to top it off, right?

MR. HABEL: If we were to put dredge material in the cove pit, we would cover it with probably a layer of sand so that it could be used for oysters.

MS. PINSKY: Right. We've already proven that stuff can be permeated into the neighborhood with the tides always coming over the wall and going into the underground. That would permeate in people's yards and lawns and grass, and people would be eating stuff that they've grown, the vegetables that are touching the stuff and putting it in their face and getting contaminated.

I'm a nurse. I know this, and I know a lot of people are sickened. Stop polluting it. Stop putting these ideas in it. Move on. Find somewhere else. We don't need it, and as for the traffic, we don't need that either. You have other harbors that are larger that these boats can go to. It makes me suspicious as to why you're picking on New Haven again.

New Haven's not -- it isn't a beautiful place. We don't need more boats coming in here either. We need it to be a quiet, sleepy, beautiful town that can make money by tourists or by

ingenuity, by tech. There are a lot of things that we have smart people to do things. We don't need more boats coming in here polluting, throwing bottles into the water, throwing garage. It always washes up on my beach.

MR. HABEL: That's the end of the people who had signed up to speak. Is there anyone else who wishes to say something? Yes, sir, could you come up, please? Please state your name for the stenographer.

MR. SCHWARTZ: My name is Ed Schwartz, and I live on Quinnipiac Avenue, and you touched very briefly on what the dredging is going to be in the Quinnipiac River. It's a very marine intensive area, as you well know, including oysters, barge building, etcetera, kayaking, recreational use, and I would appreciate a little better explanation of what you're going to be doing north of the Tomlinson Bridge in the Quinnipiac River and what kind of disruption that's going to have on the recreation and the economy of the Quinnipiac River. Thank you.

MR. HABEL: Okay. In answer to your question, the lower Quinnipiac River and Mill River are both parts of the Federal Navigation Project for New Haven. The Mill River has an authorized depth of

12 feet. I believe the Quinnipiac has a split depth of 16 in the lower end and 12 in the upper end.

Right now we have no plans to conduct any maintenance dredging or improvement dredging of either of those two waterway segments. We had talked with the Port Authority and the City when we started this study, and they both expressed to us that there was no need for dredging in those areas.

MR. SCHWARTZ: Okay, thank you.

MR. HABEL: Yes.

MS. VISSER: Hello. My name is Rika Visser, and I live in Morris Cove. I think I heard, and I'm not sure if I heard correctly, that the buildings around the harbor, the guarding structures, would have to be updated, but it's not part of this project.

So my question is how would that play out if the channel is wider and the ships are bigger, but the logistics around that is not in place? How would that work? Whose responsibility will it be to make sure that that actually connects?

MR. HABEL: The project is being built so that the users of the harbor that bring in the bigger ships will either be able to bring in larger ships or will be able to act more efficiently

by getting rid of the practice of offloading cargo out in the Sound.

MS. VISSER: Okay.

MR. HABEL: All of the terminals have represented to the Corps that with the exception of deepening some of their berth areas, their facilities already have the existing capacity to support those increases in use. So they've told us they don't need any more facilities. They just need to dredge a little bit of their berths, and even if they did need to conduct some improvements, that would be on them to study and permit implement.

MS. VISSER: Okay. Just for my education, are those terminals privately owned or owned by the City?

MR. HABEL: All of them are privately owned in New Haven.

COURT REPORTER: Could you spell your first and last name for me, please?

MS. VISSER: My name is Rika, R-I-K-A, and my last name is Visser, V-I-S-S-E-R.

MR. HABEL: Thank you. Anyone else? Okay. We've heard your many thoughtful remarks tonight and questions. Thank you very much. Additional written questions and feedback may be

submitted to the Corps either in writing or by e-mail. Certainly any comments you submit to the state or City Port Authority can also get referred to us.

We at the Corps and our partners, the New Haven Port Authority and the Connecticut Port Authority, extend our appreciation to all who took the time to involve themselves in this public meeting.

I'd like to thank all of you, once again, for taking the time to provide us with your questions, thoughts, and feedback. This concludes this public information hearing. Thank you again.

(Whereupon, this public information hearing was concluded at 8:18 p.m.)

CERTIFICATE OF REPORTER

I, Jacqueline V. McCauley, a Notary Public duly commissioned and qualified in and for the State of Connecticut, do hereby certify that the NEPA Scoping Session for the New Haven Harbor Improvement Study was taken on January 10, 2018 at 6:30 p.m., and reduced to writing under my supervision; that this hearing is a true record of the testimony given during the hearing.

I further certify that I am neither attorney nor counsel for, nor related to, nor employed by any of the parties to the action in which this hearing is taken, and further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, or financially interested in the action.

IN WITNESS HEREOF, I have hereunto set my hand and affixed my seal this 18th day of January, 2018.

Jacqueline V. McCauley
Notary Public

My Commission expires: 12/31/2019

Agency and Public Correspondence

From: Corsair, Cynthia [mailto:cynthia_corsair@fws.gov]
Sent: Wednesday, April 25, 2018 2:56 PM
To: Randall, Todd A CIV USARMY CENAE (US) <Todd.A.Randall@usace.army.mil>
Subject: [Non-DoD Source] Re: [EXTERNAL] FW: Sandy Point Site Visit - tomorrow (UNCLASSIFIED)

Hi Todd,
Sorry for the delay in getting my comments to you. Thanks for a great site visit at Sandy Point a few weeks ago. It was very helpful for me to see the site and hear about the big picture for this project.

I'm glad to hear that the salt marsh restoration alternative is moving forward. Based on what I saw at our site visit and my (limited) knowledge of the current wildlife value of the site, I think this alternative provides a great opportunity to improve the quality of the site by restoring and expanding the existing marsh habitat while retaining the important tidal flats that provide foraging habitat for many species. I am still working on getting some more information on the level of priority this site may have in relation to the saltmarsh sparrow. As I mentioned, we are in the process of developing habitat models for this species that will identify areas currently of high importance as well as areas that have the highest potential to provide suitable habitat and benefit the species. I will keep you posted on that.

Overall, it seems this project will have beneficial effects to many species. Of course, we require the Corps to follow the standard consultation procedures for federal agencies under Section 7 of the ESA and follow minimization and monitoring guidelines, and this can all be addressed as the project moves forward.

As far as your CBRA question, I was able to confirm that the only federal funding prohibition within Otherwise Protected Areas (OPAs) is on federal flood insurance. This is the case for the Sandy Point site (which is an OPA, unit CT-15P) so you should not have any restrictions related to CBRA. Here is the website that contains this information: Blockedhttps://www.fws.gov/cbra/CBRA-Prohibitions.html.

I look forward to seeing this project progress! Thanks for your coordination.

Cindy

On Thu, Apr 19, 2018 at 9:18 AM, Randall, Todd A CIV USARMY CENAE (US) <Todd.A.Randall@usace.army.mil> wrote:

> CLASSIFICATION: UNCLASSIFIED
>
> Hi Cindy,
>
> Thanks again for coming to the site visit a few weeks back to discuss the New Haven Harbor dredging project and the possibility of using the Sandy Point site as a salt marsh creation area.
>
> Would it be possible to drop me an email with your thoughts on the sandy point site? i.e., what resources and which habitats does USFWS believe should we be concerned about in planning the salt marsh creation?, any thoughts on high marsh/low marsh/mudflat ratios? I was hoping you could also relay the CBRA information you spoke of at the visit so I can address that in the Draft EIS.
>
> As an FYI, we had a meeting with our sponsors and they are on-board with the salt marsh creation being part of the project. In addition, we were granted permission this week by our HQ to move forward with the marsh creation as part of the preferred plan, so it looks as if it will definitely be incorporated into the Feasibility Study/DEIS as a preferred alternative.
>
> Thanks again for helping out. I look forward to receiving the Service's comments.
>
> TODD

Blumeris, Barbara R CIV USARMY CENAE (US)

From: Renate Dicks <rmdicks@gmail.com>
Sent: Tuesday, January 16, 2018 11:34 AM
To: Blumeris, Barbara R CIV USARMY CENAE (US)
Subject: [EXTERNAL] New haven harbor navigation Improvement Feasibility Study & ...

Dear Ms. Blumeris,

On January 10, 2018, I attended the Public Informational Meeting, National Environmental Policy Act (NEPA) Scoping, New Haven Harbor Navigation Improvement Feasibility Study and Environmental Impact Statement (EIS) New Haven, Connecticut. As requested on the comment card , I am sending my comments and questions via email.

Name: Renate M. Dicks

Address: 37 Florence Avenue, New Haven, CT 06512-3944

Affiliation: member, East Shore Management Team

Please check box to be added to the mailing list _X__

I, as part of a group of neighbors, I was delighted that for the first time it was stated that the borrow pit will be filled with “clean fill”. We thank you for hearing us. As was obvious at the hearing, we neighbors are still concerned about the composition of the “clean fill”. We ask that you please make available the results of the sampling as soon as possible for our review. Thank you for letting me know by return email that you received my feedback. Renate

Blumeris, Barbara R CIV USARMY CENAE (US)

From: eric@tprgllc.com
Sent: Friday, January 12, 2018 12:47 PM
To: Blumeris, Barbara R CIV USARMY CENAE (US)
Cc: Eric A. Stern
Subject: [EXTERNAL] Comment - NH Harbor Scoping Meeting - TPRG - Stern

Barbara - truly apologize if you got multiple emails from this subject. Every email to you has bounced back from your server. Sending from TPRG server.

==========

Dear Barbara,

Appreciate the time you and your colleagues from the USACE NED spent with the public at large in presenting an update of the New Haven Harbor, CT Deep Draft Navigation Improvement Study/Scoping Meeting - January 10, 2018.

I am representing Tipping Point Resources Group, LLC which you and the USACE NED has some familiarity with having presented seminar(s) Applying Regional Sediment Manufacturing to Innovative Stabilization for Brownfield Beneficial Use (USACE NED) on 15 February 2017 and to the New England Regional Dredging Team; Pneumatic Flow Tube Mixing for Stabilization of Contaminated Sediments - 23 March 2017.

The comment is directed to the slide on Beneficial Use Alternatives - specifically the elimination of 2 Alternatives (A) Use of Fill for Coastal Resiliency Projects in New Haven and (B) Structural Fill. Both of these alternatives are connected to developing a solution for the fine silt/clay fractions that that could be restricted for placement in CLIS. These are sediments that are found closer to New Haven Terminal that may pose a challenge since this is a industrial fuel terminal / scrap metal Port. As it was mentioned, the sediment chemistry, sediment toxicity and bio-assemblage/community data has only recently been received by the USACE NED before the holiday and of course needs to go through QA/QC before any release to the public. One sediment core slide closer to the Terminal approach did show a oily, fuel smelling (PAH?) signal - not unexpected. Hence there may be a fraction of the total project volume (silt/clay) that perhaps may need another management approach if it can't go to CLIS (contaminated material followed by a clean cap etc).

From the perspective of Coastal Resiliency, The Port of New Haven is in a flood plain. Risk models that the USACE is aware of has shown storm surge within the Port area including concerns for the New Haven Treatment Plant. There has been recent press from the Connecticut Port Authority and Scott Bates (Chairperson of the CT Port Authority Board of Directors) that is signaling a new "era" for New Haven Port development that includes rail expansion and infrastructure. I would think that to do this Coastal Resiliency and the application of beneficial use of sediments would be a driver - raising elevation of this Port using structural fill. Structural fill that would be amended dredged material that is not suitable for CLIS. Stabilized dredged material is not developmental. It is applied everywhere globally and used for brownfield development, increasing elevation, capping landfills etc. The Port of NY and NJ has applied Stabilization/Solidification (S/S) to over 20M yd3 not suitable for HARS off of Sandy Hook, NJ. Hence this is applying 2 beneficial use alternatives that have been eliminated to come full circle as a Best Management Practice.

Related to Tipping Point and the application of the Pneumatic Flow Tube Mixing (PFTM) Process. PFTM is a delivery system for S/S. S/S is an industry standard. What was presented to the USACE was the application of S/S but using a more efficient and smaller footprint delivery system as compared to pug mills and or Portland cement addition directly to a dredged material receiving scow. It is expected that Tipping Point in early 2018 will be permitted to operate at New Haven Terminal for the processing and offloading of dredged material applying the PFTM system for beneficial use. Again this is not developmental or experimental -

The application of contaminated sediments using Structural Fill (S/S) for Coastal Resiliency (flood risk elevation) for beneficial use could be a positive benefit for the New Haven and Connecticut Port Authority (s) and the USACE NED.

We would certainly be available to discuss cost and volume considerations for feasibility. We further appreciate the great and important work that the USACE brings to the Ports and Security of this Nation.

Respectfully,

Eric A. Stern

Tipping Point Resources Group, LLC

Blockedwww.tprgllc.com <Blockedhttp://www.tprgllc.com>

201.247.3281

From:	lynne bonnett
To:	Blumeris, Barbara R CIV USARMY CENAE (US)
Subject:	[EXTERNAL] comments re New Haven Harbor Naviagiona Improvement Feasability Study and EIS
Date:	Tuesday, January 23, 2018 1:22:54 PM

Thank you for the opportunity to comment on your recent presentation at Nathan Hale School in New Haven CT on Jan. 10, 2018.

I have 3 items to ask about.

1) Have you talked to oyster businesses in New Haven re placing the dredged sand material on the east side of the harbor breakwater wall? What did they say? Will dumping the sand there be helpful to them?

2) What will you do with the millions of cubic yards of clay material that makes up the bulk of the dredged material?

3) Are you planning to work with Tipping Point, a new business in New Haven harbor? It is my understanding that the City of New Haven does not have any guidelines or requirements regarding the use of contaminated dredge material to create impervious material as Tipping Point proposes to do. Does the New Haven Port Authority have guidelines for the use of this material and/or requirements for placement of this material in our harbor and who would oversee the Port Authority's use of this material in our harbor? Who would oversee the US Army Corps of Engineers use of contaminated dredge material in our harbor should they work with Tipping Point or another like business to find end use for the dredge material from New Haven's navigation channel enlargement?

Thanks, Lynne Bonnett
675 Townsend Ave. unit 169
New Haven CT 06512.

CITIZENS CAMPAIGN FOR THE ENVIRONMENT

Empowering Communities, Advocating Solutions.

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(716) 831-3206
❑ 2000 Teall Avenue, Suite #204 • Syracuse, New York 13206
(315) 472-1339
❑ 2404 Whitney Avenue, 2nd Floor • Hamden, Connecticut 06518
(203) 821-7050

July 31, 2017

Colonel Christopher Barron
U.S. Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742

Re: Support for CT DEEP Beneficial Reuse Pilot Project

Dear Colonel Barron:

On behalf of Citizens Campaign for the Environment (CCE) and our 80,000 members, I am writing to support the CT Department of Energy and Environmental Protection's (DEEP) pilot project for beneficial reuse of dredged sediment in New Haven Harbor. CCE is a non-partisan, non-profit organization that advocates solutions and empowers communities to protect public health and the environment in New York and Connecticut.

As you know, the Water Infrastructure Improvements for the Nation Act (WIIN 2016) established a pilot program to facilitate the beneficial reuse of dredged material, and approved a funding stream to help make individual beneficial reuse projects a reality. DEEP, along with the LIS Regional Dredging Team, has developed a proposal to reuse clean dredged material to strengthen tidal wetlands and mitigate shoreline erosion at three sites in New Haven Harbor. We understand that DEEP has submitted this proposal for your consideration.

CCE has long advocated for the reduction of open water disposal of dredged material in Long Island Sound, and we have consistently supported a transition towards more environmentally friendly beneficial reuse alternatives to help minimize potential adverse impacts to the LIS bottomlands and the aquatic ecosystems they support. We believe this collaborative federal/state partnership approach has the potential to stand as a model for additional beneficial reuse projects around LIS. Through the use of beneficial reuse techniques, Connecticut can help maintain Connecticut's shoreline, enhance natural ecosystems, and promote recreation in and around LIS for generations to come.

CCE strongly supports DEEP's proposal and respectfully urges the U.S. Army of Corps of Engineers to approve funding for this project as soon as possible. Furthermore, CCE urges the Corps to allow for and provide options to support additional projects in the LIS watershed, recognizing the Sound's extensive and long-term dredging needs.

Respectfully,

Adrienne Esposito

Adrienne Esposito
Executive Director

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

MAY 1 2017

John R. Kennelly
Chief, Planning Division
US Army Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Re: Scoping Comments for the New Haven Harbor Federal Navigation Project in New Haven, Connecticut

Dear Mr. Kennelly:

We have received your letter, dated March 30, 2017, regarding the feasibility study to examine navigation improvements to the New Haven Harbor Federal Navigation Project (FNP) in New Haven, Connecticut. The existing New Haven FNP extends approximately five miles from Long Island Sound into New Haven Harbor and includes a main channel, maneuvering area, and turning basin. The New Haven FNP is currently authorized to a depth of -35 feet mean lower low water (MLLW) with channel widths varying form 400 feet to 800 feet along its length. The current authorized depth of the FNP is not adequate for larger ships using the harbor. You are conducting a feasibility study to evaluate alternatives including the deepening and widening of the channels and turning basin. You anticipate that the final project may generate between 4-5 million cubic yards of soft sediment dredge material and approximately 500,000 cubic years of rock. Further, you will be evaluating dredge material placement alternatives, including beach nourishment, habitat creation, borrow pit filling, shoreline resiliency, upland placement, open water disposal, and remediation capping alternatives.

Your letter requested the initiation of the essential fish habitat (EFH) consultation process for this project pursuant to the requirements under the Magnuson-Stevens Fishery Conservation and Management Act (MSA). Specifically, you requested we provide information relevant to EFH species or habitat that may be present in New Haven Harbor and may be associated with any of the general placement alternatives. Additionally, your letter lists specific items you are seeking agency feedback on from the scoping meeting we attended on January 25, 2017. You requested agencies provide: information to assist in the development of reasonable alternatives; specific concerns based upon the project purpose and need; and information to identify opportunities to restore and enhance the environment, or avoid or minimize impacts specific to individual agency purviews. The requested information will inform the feasibility studies for this project implemented under your SMART planning process.

Multiple managed fish species have EFH designated for multiple life history stages in the project vicinity and within the vicinity of the placement areas. We are not able to provide comments regarding the effects of the proposed project on living marine resources or recommendations intended to minimize and avoid adverse impacts until the extent of the project and habitat related impacts are evaluated and provided in an EFH assessment. However, in order to assist you in developing the feasibility study and EFH assessment, we have provided information below

regarding fisheries resources known to occur in the vicinity of the proposed project. Initiation of EFH consultation under the MSA would occur when a complete and adequate EFH assessment is received.

Essential Fish Habitat

The MSA requires federal agencies to consult with us regarding any action or proposed action authorized, funded, or undertaken by the agency that may adversely affect EFH identified under the MSA. The EFH regulations at 50 CFR Section 600.920 outline that consultation procedure and enables federal agencies to use existing consultation/environmental review procedures to satisfy the MSA consultation requirements in certain circumstances.

The Magnuson-Stevens Fishery Conservation and Management Act (MSA) and the Fish and Wildlife Coordination Act (FWCA) require federal agencies to consult with us on their proposed activities. Insofar as a project involves EFH, this process is guided by the requirements of our EFH regulations at 50 CFR 600.905, which mandates the preparation of EFH assessments and generally outlines each agency's obligations in this consultation procedure. The required contents of an EFH assessment include: 1) a description of the action; 2) an analysis of the potential adverse effects of the action on EFH and the managed species; 3) conclusions regarding the effects of the action on EFH; and 4) proposed mitigation, if applicable. Other information that should be contained in the EFH assessment, if appropriate, includes: 1) the results of on-site inspections to evaluate the habitat and site-specific effects; 2) the views of recognized experts on the habitat or the species that may be affected; 3) a review of pertinent literature and related information; and 4) an analysis of alternatives to the action that could avoid or minimize the adverse effects on EFH. Upon submittal of an EFH assessment, we will provide official conservation recommendations for the proposed project.

EFH has been designated for a number of federally managed species within the proposed work area. A complete list of species and life stages that have been designated for the proposed project location can be found on the NMFS Habitat Conservation Division website at https://www.greateratlantic.fisheries.noaa.gov/hcd/list.htm.

Among those species listed, particular attention should be focused on winter flounder, summer flounder, windowpane flounder, little skate, winter skate, and black sea bass habitat that may be adversely, or beneficially, affected by this project. For example, winter flounder adults use New Haven Harbor and surrounding waters for spawning and feeding, with eggs, larvae, and juveniles using shallow-waters in this area for early life history stage development. In-water activities that reduce habitat quality, or area, may adversely impact spawning activity and early life history stage development. Alternatively, black sea bass also occur within New Haven Harbor and could benefit through suitably sited oyster habitat creation. Other EFH species that are identified within the project footprint should be evaluated for adverse, or beneficial, effects resulting from the proposed project.

The EFH assessment should also consider and address the impacts of the proposed FNP improvement specifically, and net effect of the project including the placement area(s). The impact of the FNP improvement portion of the project should evaluate habitat and resources within the impact area, as well as construction related impacts (e.g. turbidity, sedimentation,

blasting, etc.). If blasting is necessary, the adverse impacts to habitat and resources that would result should be fully described and quantified, and measures to minimize and mitigate these impacts should be developed and included in the EFH assessment.

The net effect of the project on EFH should be described and detailed in the assessment as well, particularly if beneficial reuse of the dredge material is pursued to create, restore, or enhance fisheries habitat. Measures to minimize adverse impacts and improve existing conditions within degraded habitats through beneficial reuse of the dredge material for habitat creation, restoration, or enhancement should consider the managed fish species currently supported by the existing habitat, and the species that would be supported by the proposed habitat alteration. For example, if an area currently supports winter flounder spawning and egg development, the creation of oyster habitat within this area would benefit other species (e.g. black sea bass), but would result in a loss of EFH for a species currently identified to be at low population levels and in need of rebuilding (winter flounder).

Resources under the Fish and Wildlife Coordination Act

The substrate found within the project area also serves as habitat for benthic organisms, such as shellfish and other invertebrates living within and on the surface of the sediment. These organisms contribute to the productivity of the federally managed species by acting as a food source for both juvenile and adult life stages of finfish. Shellfish resources of concern within the project area include lobster, soft-shelled clams, and blue mussels. Shellfish resources may be adversely affected by the proposed project through direct impact (i.e. dredging and in-water dredge material placement) or by elevated levels of suspended sediment that can interfere with spawning success, juvenile development, and feeding.

In addition, anadromous species occur within the project area including alewife and blueback herring, which use the New Haven Harbor complex for passage to upstream spawning locations. Elevated levels of suspended sediment can serve as an impediment to passage if work is performed during upstream and downstream migrations. In order to avoid adverse impacts on the resource, dredge material placement activities near river and streams should be timed accordingly. Upon review of the project information, we will provide recommendations in order to avoid and minimize adverse effects to the above referenced NMFS trust resources.

We appreciate the opportunity to provide these preliminary comments, and we look forward to further coordination during the SMART process and receiving your EFH assessment for the proposed final project. If you have any questions regarding the EFH and FWCA consultation, please contact Alison Verkade at 978-281-9266.

Sincerely,

Christopher Boelke
New England Field Office Supervisor
Habitat Conservation Division

cc: Zach Jyllka, PRD
Todd Randall, ACOE
Barbara Blumeris, ACOE

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

Lawrence Oliver
Chief, Planning Division
Department of the Army, Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751

APR - 3 2017

Re: New Haven Harbor: Navigation Improvement Project, Species Present Request

Dear Mr. Oliver,

Your letter, dated March 10, 2017, requested that we provide information on any known ESA-listed species that may be present in New Haven Harbor, Connecticut. At this point, you have not provided details on proposed construction activities; therefore, potential impacts to ESA-listed species are not clear. We offer the following information in an attempt to identify and address potential adverse impacts on listed species within the proposed project area.

ESA-Listed Species and Critical Habitat:

The following ESA-listed species under our jurisdiction may occur in the waters of Long Island Sound encompassed by the New Haven Harbor Federal Navigation Project:

Species	ESA Status	Expected Life Stages	Expected Behaviors	Expected TOY	Listing Rule/Date	Most Recent recovery plan date
Kemp's Ridley Sea Turtle	Endangered	Juveniles	Foraging; Migrating	May to November	35 FR 18319	NMFS *et al.* 2011
Leatherback Sea Turtle	Endangered	Adults; Juveniles	Foraging; Migrating	May to November	35 FR 849	NMFS & USFWS 1992
Loggerhead Sea Turtle; Northwest Atlantic DPS	Threatened	Adults; Subdults; Pelagic/ benthic juveniles	Foraging; Migrating	May to November	76 FR 58868	NMFS & USFWS 2008
Green Sea Turtle; North Atlantic DPS	Threatened	Adults; Juveniles	Foraging; Migrating	May to November	81 FR 20057	NMFS & USFWS 1991
Atlantic sturgeon (all 5 DPSs)	Endangered (Gulf of Maine DPS); Threatened (NY Bight, Chesapeake Bay, Carolina, and South Atlantic DPSs) (four others)	Adults and subadults	Foraging; Migrating	Year-round	77 FR 5880 and 77 FR 5914	N/A
Shortnose sturgeon	Endangered	Adults	Foraging; Migrating	April to November	32 FR 4001	NMFS 1998

While whales have been sighted in Long Island Sound, most sightings have been of humpback whales. The humpback whale DPS found in the waters of the northwest Atlantic Ocean (West Indies DPS) is no longer listed as endangered or threatened under the ESA (81 FR 62259). In the previous ten years, there have only been a few right whale sightings in Long Island Sound, with the furthest west being just south of Old Saybrook, CT (http://www.nefsc.noaa.gov/psb/surveys/).

As such, we do not anticipate ESA-listed whales to be present in the proposed project location; however, if the project's action area extends into the eastern portion of Long Island Sound (e.g., because of associated vessel traffic), it is possible that right whales could be present, with the highest likelihood from January to April. New Haven Harbor is not within proposed Atlantic sturgeon critical habitat, as the closest proposed critical habitat rivers are the Housatonic (~20 km west) and the Connecticut (~50 km east).

Additional information on ESA-listed species potentially present in New Haven Harbor, along with occurrence maps and species tables, can be found on our website at: http://www.greateratlantic.fisheries.noaa.gov/protected/section7/guidance/maps/index.html

Effects Consideration:

As listed species of sturgeon and sea turtles may occur in New Haven Harbor, any proposed in-water work has the potential to impact these species. As project plans develop, we recommend you consider the following mitigation/minimization measures:

- For activities that increase levels of suspended sediment, consider the use of silt management and/or soil erosion best practices (e.g., silt curtains).
- For activities that may cause the suspension of contaminated sediment, consider the use of appropriate containment measures.
- For work that will increase vessel traffic within the project area, consider restricting the number of trips taken by each vessel and restricting the speed at which the vessel can travel.
- For any impacts to habitat or conditions that temporarily render affected water bodies unsuitable for the above-mentioned species, consider the use of timing restrictions for in-water work.
- For activities that may affect underwater noise levels (e.g., blasting), consider the use of noise attenuating tools and strategies to avoid reaching noise levels that will cause injury or behavioral disturbance to sturgeon and sea turtles (see the table below for more information regarding blasting noise criteria for injury/behavioral disturbance).

Sound Source	Sea Turtles			Sturgeon	
	PTS*	TTS*	Behavior	PTS	Behavior
Blasting/Explosions**	≥46 psi, 230 dB re 1 μPa_{Peak} or 198 dB re 1 μPa^2 –s (SEL)	≥23 psi, 224 dB re 1 μPa_{Peak} or 183 dB re 1 μPa^2 – s (SEL)	≥166 dB 1 μPa_{RMS}	>75.6 psi, and peak impulse levels >18.4 psi-msec	150 dB dB re 1 µPa RMS

* PTS = Permanent Threshold Shift (injury); TTS = Temporary Threshold Shift (injury)
** For sea turtle thresholds, see Baker 2008. For sturgeon injury thresholds, see Moser 1999. For fish behavior, we use the same behavior threshold used for pile driving (AKRF and Popper 2012, Stadler and Woodbury 2009). We can provide these references upon request.

ESA Conclusion

As project details become finalized, a consultation pursuant to section 7 of the ESA will likely be necessary. As the lead Federal Action Agency, you will be responsible for determining the extent to which the proposed action may affect listed species. If you determine that the proposed action may affect a listed species, you should submit your determination of effects, along with justification and a request for concurrence to the attention of the Section 7 Coordinator, NMFS, Greater Atlantic Regional Fisheries Office, Protected Resources Division, 55 Great Republic Drive, Gloucester, MA 01930 (please send electronically to nmfs.gar.esa.section7@noaa.gov). After reviewing this your request, we will decide if we have all of the information necessary to initiate a consultation under section 7 of the ESA. Should you have any questions about these comments or about the section 7 consultation process in general, please contact Zach Jylkka at (978) 282-8467 or by email (Zachary.Jylkka@noaa.gov). For questions related to Essential Fish Habitat, please contact Alison Verkade with our Habitat Conservation Division at (978) 281-9266 or by email (Alison.Verkade@noaa.gov).

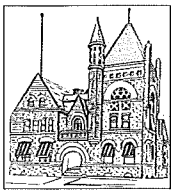
Sincerely,

Mark Murray-Brown
Section 7 Coordinator
Protected Resources Division

EC: Verkade, NMFS/HCD; Jylkka, NMFS/PRD;
Blumeris, USACE; Randall, USACE

File Path: H:\Section 7 Team\Section 7\Non-Fisheries\ACOE\Technical Assistance\2017\New Haven Harbor Navigation Improvement\Species Present Request

CITY OF WEST HAVEN, CONNECTICUT
HARBOR MANAGEMENT COMMISSION
City Hall | 355 Main Street West Haven, Connecticut 06516



CITY HALL 1898-1967

March 9, 2018

Ms. Barbara Blumeris
Project Manager
U.S. Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751

Re: New Haven Harbor Deep Draft Navigation Improvement Study

Dear Ms. Blumeris:

On behalf of the City of West Haven Harbor Management Commission (HMC), I am writing to provide some preliminary comments regarding the ongoing New Haven Harbor Deep Draft Navigation Improvement Study (Study) by the U.S. Army Corps of Engineers (USACE). In addition, I wish to request a more formal role for the City of West Haven in the Study's planning process.

The HMC has a special interest in the Study insofar as it will affect the West Haven Harbor Management Area which defines West Haven's municipal jurisdiction for harbor management purposes. (The Harbor Management Area includes much of the western half of New Haven Harbor.) It is the responsibility of the HMC to plan for the most desirable use of the Harbor Management Area for recreational, commercial, and other purposes, and for protection of the natural coastal environment. West Haven's first municipal Harbor Management Plan, now being prepared with authority provided by the Connecticut General Statutes and West Haven Code of Ordinances, has been reviewed by the USACE and currently is awaiting approval by the State of Connecticut.

Following state approval of the Harbor Management Plan, and its adoption by the West Haven City Council, the HMC will implement specific statutory authorities for the review of all proposed actions affecting the Harbor Management Area to ensure that those actions are consistent with the Plan.

A representative of the HMC attended the USACE's January 10, 2018 public meeting concerning the Study and reported on that meeting to the HMC. During its meeting on March 8, 2018, the HMC approved unanimously a motion to transmit the following comments to the USACE.

1. The New Haven Harbor navigation improvement project being evaluated by the USACE includes matters of critical importance to the City of West Haven, particularly with respect to the project's impacts on Sandy Point and the West River channel.

2. A priority project of the City of West Haven concerns replacement of the undersized outfall pipe from the City's water pollution control plant near Sandy Point, and burial of the new pipe at a sufficient depth in Sandy Point to avoid adverse impacts on natural littoral processes. The City also wishes to enhance habitat value at Sandy Point, including fisheries habitat and habitat for nesting shorebirds. Any future plans by the USACE to create wetlands in this area using dredged material from New Haven Harbor therefore must be developed in coordination with the City of West Haven to avoid conflicts with West Haven's plans.

3. The HMC is aware that the Connecticut Department of Energy and Environmental Protection (DEEP) is applying for funds available through Sec. 1122 of the Water Resources Development Act of 2016 to evaluate the feasibility of using dredged material to restore/create wetlands at Sandy Point. The HMC is supportive of DEEP's application in this regard, with the understanding that the planned evaluation will be coordinated with the City's own and ongoing resiliency and restoration projects at Sandy Point, and looks forward to partnering with DEEP, the USACE, the Connecticut Port Authority (CPA), and others on this important project. Please note that our pending Harbor Management Plan encourages and supports enhancement of intertidal resources, including tidal wetlands, to the extent feasible, and where such enhancement will improve the quality of natural coastal resources through improvements to water quality, scenic quality, fish and wildlife habitat, and other natural values.

4. Currently, the West River federal channel terminating near the mouth of the West River provides the only deeper water access to the West Haven shoreline. In 2018, the HMC has received a substantial grant of funds from the CPA to plan development of a new boat launching facility on the West River. This facility will provide access to the Harbor Management Area and Long Island Sound via the West River channel for the general public and emergency services. In addition, the West River channel provides navigation access to the shoreline of West Haven's Haven South Redevelopment Area. The HMC is encouraging the development of boating access facilities in conjunction with redevelopment of this area. Accordingly, the future of the West River federal channel, including its authorized dimensions and maintenance, should be planned with consideration of the City of West Haven's needs and interests.

For the reasons stated above, we request that the City of West Haven, acting through the HMC, be recognized as a major stakeholder in the USACE's ongoing Study.

We look forward to discussing West Haven's interests with you in more detail at your earliest convenience, and to developing appropriate means of communication and coordination. You may contact me at (203) 314-8230 or genepacwestcov@hotmail.com or Assistant City Planner Dave Killeen at (203) 937-3580 or dkilleen@westhaven-ct.gov.

Thank you for your consideration.

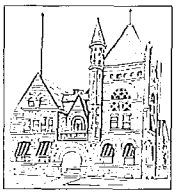
Sincerely,

Eugene Pacapelli

Eugene Pacapelli, Chairman
West Haven Harbor Management Commission

cc:
Hon. Nancy R. Rossi, Mayor of West Haven
Hon. Toni N. Harp, Mayor of New Haven
Congresswoman Rosa DeLauro
Mr. Joseph Salvatore, CT Port Authority
Ms. Judi Sheiffele, New Haven Port Authority
Mr. Brian Thompson, CT DEEP

CITY OF WEST HAVEN, CONNECTICUT
HARBOR MANAGEMENT COMMISSION
City Hall | 355 Main Street West Haven, Connecticut 06516



CITY HALL 1898-1967

March 17, 2017

Mr. Todd Randall
U.S. Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751

RE: Proposed Dredging of New Haven Harbor

Dear Mr. Randall:

The Harbor Management Commission is aware that there is an effort to begin planning for the dredging of New Haven Harbor. The Commission is in the process of completing a Harbor Management Plan for West Haven and is supportive of efforts to dredge New Haven Harbor. This is important since West Haven shares a border with the Harbor but also because the only accessible deep water for West Haven is located along the Harbor and its confluence with the West River.

Since the federal channel extends westerly to the West Haven border and continues up into the West River, the Commission asks that plans to dredge New Haven Harbor also consider the feasibility of dredging the channel up the West River to its intersection with Interstate-95. Extension of this dredging to include this segment of the federal channel will help to better serve the commercial and recreational boating needs of West Haven, will help to implement our draft Harbor Management Plan and will provide an important access for emergency services (an existing police boat and a pending fire boat). It will also result in a comprehensive treatment of the Harbor that will not require a separate, future dredging project.

The Commission supports the efforts of the Corps of Engineers to identify appropriate beneficial uses for the dredged material, including upland uses to support water-dependent uses and increase coastal resilience. Please contact us if you have any questions on this request or would like to discuss it with us in further detail.

Thank you for your consideration,

Eugene Pacapelli,
Chairman
West Haven Harbor Management Commission

Cc: Mayor Edward O'Brien
Edward O'Donnel, U.S. Army Corps of Engineers
Joseph Salvatore, CT Port Authority

Connecticut Department of
ENERGY &
ENVIRONMENTAL
PROTECTION

79 Elm Street • Hartford, CT 06106-5127 www.ct.gov/deep Affirmative Action/Equal Opportunity Employ

February 27, 2017

Todd Randall
U.S. Army Corps of Engineers
New England Division
696 Virginia Road
Concord, Massachusetts 01742

RE: New Haven Harbor Dredging
Feasibility Study and Environmental Impact Statement
Scoping Comments

Dear Mr. Randall:

The Department of Energy and Environmental Protection (DEEP) thanks you for the opportunity to submit these scoping comments as you begin your Deep Draft Navigational Impact Study for New Haven Harbor. We understand that a range of alternative configurations will be considered including deepening the existing 35' main channel to a depth in the range of 37' to 45' MLLW and widening the channel by up to 100'. Options for methodology and equipment will be considered in the study as well as various sediment disposal options including beneficial reuse. DEEP looks forward to following the progress of this study and has previously committed its intent to be a Cooperating Agency in the study effort (January 24, 2017 letter to Mr. Lawrence Oliver).

First of all, DEEP would like to express its support for maintaining and enhancing the Federal Navigation Project at New Haven Harbor. The State of Connecticut, through policies adopted as part of its federally-approved Coastal Zone Management Program, supports development of ports and harbors and encourages enhancement of existing federal navigation channels. Connecticut General Statutes speaking to this support include:

- Section 22a-92(b)(1)(c): to promote, through existing state and local planning, development, promotional and regulatory authorities, the development, reuse or redevelopment of existing urban and commercial fishing ports giving highest priority and preference to water dependent uses, including but not limited to commercial and recreational fishing and boating uses; and

- Section 22a-92(c)(1)(C): to initiate in cooperation with the federal government and the continuing legislative committee on state planning and development a long-range planning program for the continued maintenance and enhancement of federally maintained navigation facilities in order to effectively and efficiently plan and provide

for environmentally sound dredging and disposal of dredged materials; to encourage, through the state permitting program for dredging activities, the maintenance and enhancement of existing federally maintained navigation channels.

DEEP sees the Feasibility Study and Environmental Impact Statement as valuable planning tools in the process of developing the optimal project for the New Haven Harbor navigation channel enhancement. The EIS should include a detailed justification for the expansion option ultimately selected for implementation. DEEP will also look for the EIS to propose a project which minimizes shellfish impacts to the extent practical and which incorporates appropriate mitigation for all unavoidable shellfish impacts.

Regulatory Programs

The proposed channel enhancement dredging will require a Federal Coastal Consistency Determination from DEEP. In addition, a Section 401 Water Quality Certification will be necessary for the sediment disposal activities of this project. Both of these approvals would be obtained through the DEEP Land and Water Resources Division. DEEP looks forward to working with the Corps to assess the suitability of various disposal options, based on sediment characteristics and quality, whether employing upland disposal, beach nourishment, island or marsh creation, or open water disposal.

Fisheries Issues

A major concern from a fisheries perspective is the effect that the project will have on the quality of fish habitat. It is likely that deepening the existing Federal Navigation Project from -35 feet to -42 feet MLLW would have only a minimal effect. On the other hand, it is possible that widening the channel may have a very significant negative effect because shallow water habitat (roughly -10 to -15 feet MLLW) would be converted to deep water habitat. In addition, the bottom habitat in the channel is subjected to chronic disturbance by ship traffic. The additional magnitude of this effect would depend largely on how much new bottom area is created as the channel is widened.

To better understand what the effects of channel widening might be, the benthic habitat in the existing channel and the area proposed to be dredged should be characterized in terms of physical characteristics and the nature of the macrobenthic invertebrate community. The existing channel bottom habitat and associated macroinvertebrate communities would represent what could be expected to develop after the dredging is completed, and that can be compared to what currently exists in the shallower waters outside of the channel. The differences should be quantified for each widening scenario being considered in the feasibility study.

Fish habitat quality is also dependent on water quality. In this case, seasonal dissolved oxygen (DO) levels may be most important parameter. It is possible that in the summer months DO in the federal channel decreases to concentrations lower than what occurs in the shallower waters adjacent to the channel. Furthermore, DO may decrease to concentrations that could exclude fish from the channel's bottom water layer. Existing water quality data, if available, could be used to evaluate this issue; otherwise water quality data should be acquired.

Fish use of the bottom habitat in the channel compared to that of adjacent bottom habitat should be evaluated. Existing information may be used for this purpose if it is sufficient, otherwise the feasibility and effectiveness of conducting a fish survey should be discussed with DEEP and NOAA Fisheries.

The DEEP Fisheries Division routinely evaluates dredging projects in New Haven Harbor for the need to recommend time-of-year restrictions (TOYs) to protect specific fisheries resources. TOYs have been recommended for past Federal Navigation Project maintenance dredging projects, most recently a project in 2013. For that project, TOYs were developed to protect anadromous fish migration and winter flounder reproduction (see Special Conditions in the State Water Quality Certificate #201300217-KR). For the purposes of the EIS, these TOYs may serve as a guide for what the Fisheries Division may recommend for this improvement project. However, the need for TOYs is always determined on a case-by-case basis using the most current information. Implementation of this project is some number of years in the future so it is not possible at this time to provide specific TOYs.

Beneficial Reuse of Dredged Materials

DEEP supports the beneficial reuse of the sediments dredged to deepen and widen the Federal Navigation Project. Reuse opportunities will depend on the texture of the dredged materials, their cleanliness, ecological resources at the potential reuse sites and cost. DEEP looks forward to working with the Corps to develop the sediment sampling protocols for this project.

A check with the DEEP Waste Engineering and Enforcement Division revealed no anticipated opportunities for reuse of the dredged materials as potential cover material for any upcoming landfill closures. Likewise, the DEEP Remediation Division is not aware of any upcoming remediation projects which could make use of the dredged materials five to ten years from now. However, the DEEP State Parks Division is very interested in suitable New Haven Harbor dredged materials for beach nourishment at either Silver Sands State Park in Milford or Hammonasset Beach State Park in Madison, given suitable grain size and sediment quality. The interest in these sediments is not time sensitive so the timing of the channel deepening and widening is less of an issue for this purpose. Potentially significant volumes of dredged materials could be accommodated at these parks, particularly at Hammonasset.

Potential sediment reuse options such as marsh creation or artificial islands may be problematic in that such contained disposal facilities may likely require lengthy study periods to assess the current ecology and uses in the affected areas. Any such potential confined disposal areas would need to be assessed for the current fishing, lobstering, clamming, oystering, etc., uses they support and suitable compensation would need to be developed for impacts to these uses. Notwithstanding these issues, DEEP supports the further evaluation of a marsh creation project at Sandy Point in West Haven, as identified in the Long Island Sound Dredged Material Disposal Plan.

DEEP is aware of at least two local projects which may provide opportunities for beneficial reuse of dredged materials. The Town of East Haven has a potential use for a large volume of fill on approximately ten acres for an economic development project in connection with an expansion of an existing Town Fair Tire facility. The ten acre site is the upland portion of a larger property which the Town may transfer to Town Fair Tire. Mr. Sal Brancati, Economic Development Director for East Haven, may be contacted at (203) 468-3205 for more information on this project.

In addition, the City of New Haven is proposing a living shoreline, green infrastructure project at Long Wharf which will include a dune/berm system and wetland creation, both requiring fill material. This project may be able to take advantage of materials from the channel dredging and expansion. Donna Hall, Senior Project Planner with the City of New Haven, can be contacted at (203) 946-7842 or at dhall@newhavenct.gov.

Cross Sound Cable

Pursuant to approvals granted by the Connecticut Siting Council in Docket No. 208 (2001) and by Connecticut DEEP in Permit 200102720-MG and Certificate of Permission COP-2004-086-MG issued in 2002 and 2004, respectively, Cross Sound Cable Company LLC installed a 330MW direct current cable from United Illuminating's East Shore Substation on Waterfront Street in New Haven to Shoreham, Long Island.

The route of the Cross Sound Cable in New Haven Harbor runs within the Federal Navigation Project channel for 3.8 miles, buried to a minimum depth of 6' below channel bottom except in areas where the presence of ledge prevented that depth from being achieved. The planning and permitting for the Cross Sound Cable envisioned that the cable would need to be temporarily relocated should the navigation channel be dredged, and condition #21 of the 2002 DEEP permit requires Cross Sound Cable Company to remove and relocate the cable as necessary to accommodate future operations by the Corps in the channel, while condition #24 of that permit required Cross Sound Cable Company to post a $1,000,000 performance bond for emergency repairs, removal or relocation of the cable.

A new Certificate of Permission from the DEEP Land and Water Resources Division will be required for the temporary relocation and then reburial of the Cross Sound Cable. Micheal Gryzwinski will be the contact in this regard and he can be reached at (860) 424-3674 or at micheal.gryzwinski@ct.gov. Recognizing the need for the temporary relocation and then post-dredging reburial of the cable, DEEP asks that the sequencing and methodology of the pre-dredging and post-dredging cable work be covered in detail in the upcoming EIS. This will promote the efficiency with which we can process the necessary regulatory approvals. This cable relocation and reburial will also be subject to time-of-year restrictions which, like those for the other elements of this project, will be specified by the DEEP Fisheries Division after the project parameters are defined. Cross Sound Cable Company is also encouraged to contact the Connecticut Siting Council to ascertain what, if any, modifications may be necessary to the approval given for the cable in the Docket 208 decision.

Shorebird Considerations

The upcoming EIS will need to consider and evaluate impacts to piping plovers and least terns from the dredging work and the disposal of the dredged materials. If dredged materials are used to nourish nearby beaches, this may create or enhance suitable nesting habitat for piping plovers. It may also require review and post-construction monitoring by the U.S. Fish and Wildlife Service. The Quinnipiac River marsh and its confluence with the harbor provide outstanding habitat for many wildlife species, including a number that are state-listed, and the harbor is both an important wintering area and a stopover site for many wildlife species. DEEP would like to see an assessment of potential impacts, both positive and negative, to these resources.

Thank you again for the chance to offer these scoping comments. DEEP wishes the Corps well with this study. Should you have any questions concerning these comments, please feel free to contact me at (860) 424-4110 or at frederick.riese@ct.gov.

Respectfully yours,

Frederick L. Riese

Frederick L. Riese
Senior Environmental Analyst

cc: Brian Thompson, DEEP Land and Water Resources
Micheal Gryzwinski, DEEP Land and Water Resources
Peter Francis, DEEP Land and Water Resources
Kristal Kallenberg, DEEP Land and Water Resources
George Wisker, DEEP Land and Water Resources
Tom Tyler, DEEP State Parks
Peter Aarrestad, DEEP Fisheries

Connecticut PORT AUTHORITY

February 22, 2017

Mr. Todd Randall
U.S. Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742

Subject: New Haven Harbor Navigation Improvement Feasibility Study – Comments

Dear Mr. Randall:

The newly established Connecticut Port Authority (herein know as CPA) would like to offer comments on the New Haven Harbor Feasibility Study and Environmental Impact Statement (EIS). CPA board members and staff attended both the public informational meeting and the agency scoping meeting held in January. In addition to attendance at the meetings, the December 2016 Federal Register Notice of Intent and the final Long Island Sound Dredge Material Management Plan (DMMP) have been reviewed specific to the National Environmental Policy Act (NEPA) and project disposal alternatives for Long Island Sound.

The New Haven Federal Navigation Channel serves Connecticut's busiest port complex and critical driver for the State's economy. The CPA request that the Corps investigate all proposed navigation improvements to the existing New Haven Harbor Federal navigation project. The navigation inefficiencies continue to exist within the main channel and turning basin. The main channels were last maintenance dredged in 2014, generating approximately one million cubic yards of sediment utilizing open water disposal. As we embark into a feasibility study to improve the navigation condition of the harbor it is very important to the CPA that project alternatives are investigated v. open water disposal.

CPA offers the following potential options for consideration into the plan;

Marsh Creation and Restoration:
Sandy Point Marsh Creation Site, West Haven, 70 acre site, 1.10 million cubic yard capacity. A CAD Cell developed would meet the needs of New Haven's unsuitable upper tributary channels materials, prior to nourishing the marsh area atop it (West, Mill and Quinnipiac Rivers). This will also serve as a coastal protection feature. The Cell could be design to accommodate the size needed.
To include; Habitat Restoration at Leetes Island Marsh, Guilford, 35 acre site.

Beach Nourishment Sites:
If sand deposits are located within the project limits as were found during the 1956 improvement to the -35-foot channel could be used on local beaches at Prospect Beach, West Haven and Lighthouse Point Park Beach, New Haven. CPA suggest that these two location be investigated as well as others in the project area.
To include; Hammonassett State Park Beach, Westbrook Beach sites, Rocky Neck State Park Beach, and others identified in the LIS DMMP (PEIS, 2015, table 6-22)

Morris Cove Borrow Pit Filling:
The Morris Cove borrow pit was created in 1956 to generate fill for the construction of Interstate 95. The pit remains and now has the opportunity to get filled with New Haven Harbor parent material sediments. The current area is identified as low productivity due to low concentrations of dissolved oxygen. The restored pit (600,000 cubic yards received) would turn this area into a productive shellfish resource which it currently is not. The beach front may also be considered for nourishment.

Confined Disposal Facilities (CDF's)
The existing two New Haven (west) breakwater structures be considered as the primary intended location for a CDF. The existing structures can be expanded and diked to create an island, development of wetlands, wildlife habitat, or park or a combination of all. The CDF size is open for discussion.
To include; Faulkner Island, Duck Island Roads, Twotree Island, and Groton Black Ledge as possible CDF locations as discussed in the LIS DMMP.

Upland Placement and Innovative Treatment:
Processing and Upland transport for use in Brownfield sites.
Use as construction fill.
Use as fill in land elevation efforts for coastal resiliency (City of New Haven, west side of harbor, west side of Bridgeport Harbor Dike plan, and Stratford Point restoration project).

Shellfish Habitat Creation:
New Haven Harbor east breakwater area. Place sediments to -8-foot depth to establish shellfish beds. Current depths are too deep to cultivate shellfish. This "fill" area would create new and productive habitat in a low stress area.

New Haven Port Terminal Infrastructure Improvements:
Terminal expansion by constructing CDF's to increase their facility foot print. Terminal owners and operators have indicated to CPA interest in expansion.

Resilience and Climate Adaption:
The CPA suggest that the Corps engages the Connecticut Institute for Resilience and Climate Adaption (CIRCA) to discuss potential project(s) along our coastline. CIRCA's mission is to increase the resilience and sustainability of vulnerable communities along CT coast and inland waterways. http://circa.uconn.edu/
The opportunity to utilize New Haven Harbor's dredge sediment to construct nearshore berms, restore wetlands and marsh's, raise land elevations, construct CDF islands is a one-time offering to the State to plan and execute these types of projects.

In addition, the CPA supports the Corps efforts to enforce the Cross Sound Cable owner(s) into compliance of their approved permit to relocate if the channel is deepened. It is also supported that the cost to relocate the cable not be included into the cost benefit analysis for the project. Your authority through the Rivers and Harbors Act of 1899, to handle physical encroachments within a channel is encouraged in this matter.

The CPA supports the Corps efforts to investigate and recommend beneficial use alternatives for the New Haven Harbor Navigation project. Please review our recommendations and let us know if we can be of any further assistance in your decision making process. The New Haven Navigation Deepening project is a vital part to Connecticut's long term growth of our maritime sector.

If you have any questions please contact,

Joseph Salvatore, Program Manager - 860-270-8199 - Joseph.salvatore@ct.gov

Sincerely,

Scott Bates

Chairman, Connecticut Port Authority

Cc: Evan Matthews, Executive Director

CITY OF NEW HAVEN
TONI N. HARP, MAYOR

PREPARED COMMENT OF THE CITY OF NEW HAVEN

RE: NEW HAVEN HARBOR NAVIGATION IMPROVEMENT
PROJECT FEASIBILITY STUDY

February 20, 2017

I. Summary

The City of New Haven ("City") respectfully offers this written comment concerning the above-referenced project, the environmental impact study and public scoping meeting. The City of New Haven, together with the New Haven Port Authority, supports the feasibility study and the efforts of the Army Corps of Engineers, New England Division ("ACOE"), to improve the navigability of New Haven Harbor and, in turn, to support the economic development of the Port of New Haven ("the Port"). There is significant unrealized economic potential due to the current depth of the federal navigation channel. The current depth restricts the type of ships that call on New Haven and all but forecloses opportunities for container services to call on New Haven. While the City is a regional leader in petroleum and other commodities; direct and indirect economic value will be enhanced substantially through improved navigation for larger ships and more diverse trade. The deepening of the federal navigation channel is likewise consistent with the City's forward thinking vision for sustainable economic growth and, more importantly, is consistent with the interests of the United States by supporting economic development through intermodal and waterborne transportation.

II. Context

The City is the socio-economic center of south central Connecticut and among the fastest growing cities in New England in terms of both population and economic significance. For the first time since 1991, there are over 80,000 jobs in the City, making up approximately a quarter of the jobs in the New Haven MSA. Economic drivers in higher education, the life sciences, advanced manufacturing, information technologies and supporting service industries are catalyzing new job growth. New Haven also is a major transportation hub. In addition to the Port, New Haven is home to two Interstate Highways (91 & 95); the Northeast Corridor rail line; and freight rail. The Port is the largest deep-water commercial port in Connecticut and a leading port of

call on the Atlantic Seaboard. The Port is ranked #51 in the nation for domestic trade (5.9 million short tons) and #53 in the nation for foreign trade (2.7 million short tons) based on 2013 volume. The Port of New Haven moves 55% of the annual tonnage entering through Connecticut ports, including 71% of all petroleum and 98% of all manufactured products.[1] The City established a 366-acre Port district and the Port Authority itself to facilitate job growth through waterborne transportation. With assistance for the new Connecticut Port Authority, New Haven is even more well-positioned to attract new business.

III. Key Considerations

Due to the nature of this project, incorporating project feasibility and environmental considerations, the City respectfully requests that the ACOE take into account the following:

a. Protection and mitigation of potential impacts to New Haven's well-established aquaculture industry, including shellfish beds and other facilities;
b. Development of a cost-effective approach to the disposal of dredge material in containerized cells and/or through use of the Central LIS facility, adaptive reuse of material and/or living shoreline applications within New Haven Harbor and in support of New Haven's coastal resiliency program; and
c. Relocation of the Transenergie "Cross Sound Cable" on a temporary or permanent basis at no cost or inconvenience to the deepening project, nor adverse effect to the cost-benefit analysis of the project; and
d. Inclusion of meaningful community input by engaging the New Haven Board of Alders, community residents and the environmental justice community as well as commercial interests.

IV. Closing

The City appreciates the efforts of the ACOE, working with partners at the Connecticut Port Authority and New Haven Port Authority, to undertake this important and timely project. In light of the economic development potential of the Port of New Haven, the demonstrated needs of the shipping community and the readiness of the Port to accommodate responsible growth, the City supports the project and looks forward to a constructive partnership from planning through to implementation.

Respectfully submitted,

CITY OF NEW HAVEN

Michael Piscitelli, AICP
Deputy Economic Development Administrator
City of New Haven
165 Church Street
New Haven, CT 06510

[1] New Haven Official Statement, 2016.

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GATEWAY TERMINAL

To: U.S Army Corps of Engineers & New Haven Port Authority
From: Gateway Terminal
Date: January 24, 2017
Re: New Haven Harbor Navigation Improvement Feasibility Study and Environmental Impact Statement

Gateway Terminal (GT) appreciates the opportunity to offer the following comments relative to the New Haven Harbor Navigation Improvement Feasibility Study and Environmental Impact Statement at the public hearing jointly convened by the U.S. Army Corps of Engineers – New England District, and the New Haven Port Authority on January 24, 2017.

GT strongly supports the proposed feasibility study regarding the potential to dredge New Haven harbor to benefit the Port of New Haven and the region as a whole. We would direct your attention to the Connecticut Port Authority's (CPA) first Annual Report, wherein the CPA states the following:

> New Haven is Connecticut's largest seaport and is located on the northern shore of Long Island Sound on the central Connecticut coast. The main channels were last maintenance dredged in 2014, the Mill River and Quinnipiac Rivers in 1982 and 1989. This project will serve multiple users that require a deeper depth at their berths to accommodate the calling of deeper draft vessels. The deeper depth channel will produce a greater annual net benefit to the terminal operators and the NHPA.

GT, which was founded 30 years ago, is the largest shipping operator in the port of New Haven. We currently handle hundreds of thousands of tons of cargo each year at our facility on Waterfront Street. The materials we handle include salt, petroleum products, iron and steel products, scrap metals, cement, aggregates, fertilizers and other dry and break bulk cargo. Gateway directly employs in excess of 150 people at our New Haven facilities, and we support numerous other transportation related businesses through our activities in the Port of New Haven. In addition, we recently acquired adjacent properties to allow for us to continue to grow our business and compete in the marketplace to handle an expanding list of commodities and materials.

We have done all of this while being severely limited by the depth of the channel into our facilities in New Haven; which forces us to turn away business opportunities as well as prosecute our existing business in an inefficient manner.

Improving the conditions in the port of New Haven by dredging the harbor to a depth in excess of the current 35 feet is essential if we are to compete with the larger and much deeper ports in Boston, Providence, New York/New Jersey and Philadelphia. With the expansion of the width and depths of the Panama Canal as well as the dredging of competing harbors along the East Coast of the United States to handle super cargo ships (far in excess of 45 ft) puts increased pressure on us to compete in the marketplace. While competitors move efficiently in and out of these ports, we often have to lighter ships in the harbor at anchorage in order to allow them to pass through the shallow channel to our docks. This adds time and cost related to handling the cargo several times before offloading it to our facilities and ultimately makes us less attractive in an increasingly competitive market.

Ensuring the viability of the Port of New Haven into the future should be both the goal and the responsibility of the local, state and federal government if we are to act as responsible stewards of this economic resource. Working together, we can ensure that this dredging and improvement project is planned and executed in a responsible way, taking into account the concerns all interested parties. Proceeding with this feasibility study is a prudent and necessary first step.

USACE Responses to DFR/EIS Public Comments (To be included after Public Review)