

**CITY OF NORWALK
NORWALK HARBOR MANAGEMENT COMMISSION
SPECIAL MEETING*
DECEMBER 16, 2015**

ATTENDANCE: Jose Cebrian, Chair, Tony Mobilia, Dr. John Pinto,
Michael Griffin, Harbormaster, Ex-Officio Member;
STAFF: Geoff Steadman, Consultant

CALL TO ORDER

Mr. Cebrian called the meeting to order at 5:00 p.m. and led the group in the Pledge of Allegiance. Members were in attendance as listed above and there was a quorum present.

*Mr. Cebrian requested that the minutes reflect the reason for a special meeting was only for scheduling convenience to have the meeting prior to the State of Harbor presentation.

Chairman's Report

Mr. Cebrian reported the following:

- Mooring rules and regulations, and Commission by-laws will be reviewed by the Ordinance Committee and onto the Common Council in January.
- Harbor Master Griffin and I visited the site of the Bloom & Son kelp farming project, and this was very impressive. The research /education project is DEEP permitted and located south and west of the Great Reef off Sheffield Island. There are a lot of buoys and placement is a key to the viability of the project. There was discussion on the lines needed to promote growth and the positive impact to the attraction of fish and environmental stability of the Sound.
- Mr. Steadman noted that DEEP approval is required for buoy markers as well.
- The budget has been submitted, consistent with year ago actual numbers.

Staff Reports

Consultant – Mr. Steadman noted that there was no separate report and that his report would be comments on topics listed on the agenda. It was noted that the lack of oversight with the new Port Authority is an ongoing issue. Dr. Pinto added that he has met with Joe Salvatore and this is a focal point being addressed by the CHMA.

Waterfront Advisory –

Harbor Master Griffin provided the following report:

Waterfront Advisory Report

- 1: No season closing comments from Mr. Mike Mocciaie Director of Recreation & Parks.
- 2: The docks fresh water and pump out station have been winterized and shut down.
- 3: Please see the minutes of the December 03, 2015 Shellfish Commission meeting e-mailed for your review. The minutes of the November 18, 2015 NHMC Application Review Committee were presented to the SF Commissioners, discussed, for action.
- 4: The Recreation and Parks Department Director has requested that the Boating Center Porta John remain in place over the winter, active for use by the park's visitors including walkers and runners.
- 5: All vessels have been removed for the season from the Veteran's Park small boat marina.
- 6: On 12-15-15 I made a report to Sgt. La Pak of the NPD MU that a Sea Ray, approximate 24' in length, CT reg. # Ct 3395 BF appears to have been abandoned on the north Veterans Park Visitors docks, his unit will draw a case number and investigate same.

Harbor Master's Report – Harbor Master Griffin read his report for November/December 2015 as follows:

Item # 1 (Reported in October) Update to last month's report (September)

I later received a second complaint regarding this same inflatable boat, it was reported that it was now secured to a private dock off Shore Front Park. I advised the home owner to notify the NPD Marine unit.

- 1A: Please see the E-mail, my report item #1, regarding this same vessel after receipt of same I collaborated with Sgt. La Pak who will be drawing a case no. and investigating.
2. Mooring documents that have reached me this period to submit to the Mooring Committee, Total Marine docs.
3. I forwarded to the NHMC Mooring committee the e-mails that I received from the following people who received non compliance notices:
 #3A: Tim Rath, 11-9-2015 forwarded by e-mail
4. On December 13, 2015 I visited the site of the Bloom & Son kelp farming project, report item # four. E-mail and photos forwarded to the members of the NHMC as an FYI. The research / education project is DEEP permitted and located south and west of the Great Reef off Sheffield Island on and above Mr. Bloom's beds.
5. On December 14, 2015 I conducted an inspection of Norwalk Harbor. My inspection revealed that four vessel remain riding on their mooring ground tackle. Two Vessels in the East Basin anchorage area and two off the Shore & Country Club, south of the east basin channel. I will continue to monitor end of year mooring compliance.

Mooring Committee

Mr. Santella submitted his reports as follows:

The Online Mooring System continues to show substantial compliance and improvement throughout the year and the Committee continues to address issues and make improvements as required.

Mooring Committee report – continued

There are 212 mooring permits in the system, for the areas located in Norwalk Harbor East Basin, South Anchorage, Peach Island, Belle Island, Ram Bay Island, Sheffield Harbor, Bells Bay, and Copps Island Bay.

The Managed Fields consist of:

88 moorings for Norwalk Yacht Club

61 moorings for Sprit Island

84 moorings for Rowayton Yacht Club

The Mooring Committee has prepared a draft of proposed Amendments to the Rules and Regulations for Mooring and Anchoring Vessels in Norwalk Harbor and will seek approval by the Common Council in the near future.

In the coming season, the Mooring Committee plans to improve areas within the Online Mooring System to make it more user friendly. If a mooring holder has questions, suggestions or would like to make the Committee aware of issues, they have experienced using the System, please email us at nhmcmoorings@gmail.com

Harbor Safety

The existing speed buoys in the harbor will be refurbished, upgraded and replaced where required for the 2016 boating season.

The NHMC presented to the Norwalk Marine Police a Water Rescue Training Dummy, known as Oscar, to enhance Harbor Safety Training for use in man overboard drills. This also will be shared with Fire Rescue, EMS Rescue, Coast Guard Auxiliary, local Oyster and Clamming boats and certified passenger boats such as the Maritime Spirit and Toth Quest, as well as other agencies, determined by the Norwalk Marine Police.

Bridges Committee Report - Mr. Mobilia provided minutes as follows:

3. The status of the project by the Connecticut Department of Transportation (DOT) to replace the Metro North Railroad "WALK" Bridge in Norwalk Harbor was reviewed. The review was meant to bring the committee members up to date on meetings some members were not able to attend including the meeting the chair and consultant had with the Director of Economic Development.

Since the RR Bridge project affects the city beyond the harbor, the committee discussed the need to hire a professional engineer/advocate to oversee the project and protect the City's interests. An oversight committee should be established, made up of representatives of the various commissions and departments affected.

The committee recommended sending a letter of recommendation to the Mayor to set up an oversight committee, with a professional engineer paid for by the DOT, to oversee the RR bridge project. This has been done before in other municipalities in CT. The committee reviewed and commented on a draft letter and voted to bring the letter forward to the full commission at the Dec. 16 meeting to send to the Mayor.

There was discussion on the draft memo recommendation for WALK Bridge Project Oversight Committee and Project Oversight Monitor. (Draft submitted below) There were suggested revisions to be made by Mr. Mobilia. It was noted that this memo should be sent to the Mayor prior to any committee report being published by the Hour.

The WALK Bridge Replacement Project (the Project) by the Connecticut Department of Transportation (CT DOT) is the largest and most complex infrastructure project in Norwalk since the Connecticut Turnpike (1-95) was built in the 1950s. Construction of the Project. according to CT DOT. is expected to take place over a period of three to five years.

The Harbor Management Commission recommends that the city should:

1) form a Project Oversight Committee with representatives from each affected agency; and 2) retain the full-time professional services of a qualified Project Oversight Monitor who, during the course of the Project, would report directly to the committee with respect to implementation of the Project and have specific responsibilities for protecting the rights and interests of the city. The committee would define the Oversight Monitor's job description and select the Oversight Monitor. Fair compensation for the Oversight Monitor should be provided by CT DOT. The committee should report directly to the Mayor's Office.

CT DOT acknowledges that impacts on Norwalk Harbor and the South Norwalk and East Norwalk communities will be significant. In addition to the Projects' impacts on harbor conditions, including water-dependent uses' navigation, waterfront access, and coastal resources.

The Project will affect pedestrian and vehicular traffic, businesses, and residences along Washington Street. North Water Street. Seaview Avenue. Fort Point Street, and other well- traveled city streets. Disruptive impacts on the Maritime Aquarium—southwest Connecticut's principal tourist attraction. and on the South Norwalk business and historic district. East Norwalk businesses in the Liberty Square area. and Veterans Memorial Park are of particular concern.

A number of city agencies have interests affected by the project. including, but not limited to The Harbor Management Commission. Public Works Department. Planning Commissions and Department, Economic Development Office, Redevelopment Agency, Recreation and Parks Department, and the Norwalk Police and Fire Departments.

While each of the affected city agencies has defined responsibilities in the Project's planning and implementation process, no one agency has the resources to devote a full-time staff member to project oversight. The Harbor Management Commission recommends that the Mayors Office pursue the matter for Oversight Monitor compensation with CT DOT at the earliest opportunity, while an Oversight Committee is being formed. If you have any questions or require any additional

information, please contact NHMC Bridge Committee Chairman Tony Mobilia at 203 820-3840.

Committee reports – continued

Mr. Mobilia explained that I-95 Yankee Doodle repair/replacement should also be included in overview purview by the Bridges Committee. There was discussion on chemical run-off and the involvement by the DEEP.

Application Review Committee- No report

Finance – As presented during Chairman’s report – budget submitted.

Water Quality – No report

Shellfish Commission – No report

Newsletter/Website – Issued--see attached

Minutes

Mr. Cebrian noted that the November minutes were not received for review, and asked that this be placed on the agenda for the January meeting.

Old Business

Dr. Pinto reported that the presentation of the David S. Dunavan Award will be done at the State of the Harbor meeting. It was noted that there were six nominations reviewed by the Committee, and the applications are to be kept in the fold.

**** MR. MOBILIA MOVED TO APPROVE THE SELECTION OF NORM BLOOM AS RECIPIENT OF THE 2015 DAVID S. DUNAVAN AWARD.**

**** MR. SANTELLA SECONDED THE MOTION.**

**** MOTION PASSED UNANIMOUSLY.**

New Business

Harbor Master Griffin reported that Long Island Sound lost one of its biggest champions as Terry Backer passed away on Tuesday morning, losing his long battle with brain cancer. Mr. Backer served as the Soundkeeper for the past 29 years, which is a nonprofit organization dedicated to protecting and preserving Long Island Sound. Mr. Cebrian noted that there will be a mention of this at the State of the Harbor meeting and a moment of silence in his memory.

There was discussion on the next steps for nominations and reappointments to the NHMC. Dr. Pinto noted that he needs a memo requesting nominations for all offices and three positions available. Mr. Santella noted that his term is set to expire and there was discussion to clarify this with the City Clerk that the term date should be 2016.

Adjournment

**** MR. MOBILIA MOVED TO ADJOURN THE MEETING**
**** DR. PINTO SECONDED THE MOTION.**
**** MOTION PASSED UNANIMOUSLY.**

The meeting was adjourned at 6:25 p.m.

Respectfully submitted,
Marilyn Knox;
Telesco Secretarial Services

Attachment: Harbor Management Commission Newsletter

Norwalk Harbor Management Commission

City of Norwalk, Connecticut



The City of Norwalk is currently in the process of evaluating issues in the harbor and is seeking support to establish a Norwalk Harbor Management Commission. The Commission will work with the Norwalk Harbor and the City of Norwalk.

Vol 15 No 1 Winter 2015

You Wanna Build A Bridge?

By Tony Mobilia, NHMC,

The Metro-North WALK Bridge in Norwalk has been ailing for many years. Last year, the 119-year-old bridge malfunctioned twice, stranding hundreds of rail riders and causing delays and headaches along the New Haven Line. As a former commuter, I have personally felt the pain of delays the bridge has caused, but there is another side to this story.

Hundreds of people, commuters or otherwise, may have been affected directly or indirectly. Under federal law and Coast Guard Rule, the bridge also must be opened for marine traffic.

The commercial water dependent businesses north of the bridge depend on bridge openings for barge deliveries of construction materials. If that is interrupted, deliveries will shift to trucks, increasing road traffic and leading to higher prices for materials plus increased road taxes. The private marinas and a marine repair and storage yard also depend on the bridge openings for their businesses.

In October, 2014, Gov. Dannel P. Malloy announced the Federal Transit Administration is expected to support the Walk Bridge replacement project in federal fiscal years 2016-2018 with approximately \$146 million. The state will provide a matching requirement of \$36.5 million for a total of \$182.5 million. An additional \$68 million of state bond funds are programmed. In November 2014, the federal government awarded the CT Department of Transportation \$161 million for the project. Combined with existing state funds, the award brought funding to \$277 million. The project is expected to cost more.

In a meeting held August 27, 2015, ConnDOT reviewed the status with the Norwalk Harbor Management Commission's Bridge Committee and explained that as the bridge construction planning process is underway, there is a need to conduct other work on the rail line, including expansion of the Dock Yard in South Norwalk and work on the tracks to the east (called by Metro-North the "Interlocking Project"). These projects are necessary to maintain efficient movement of trains once the work starts.

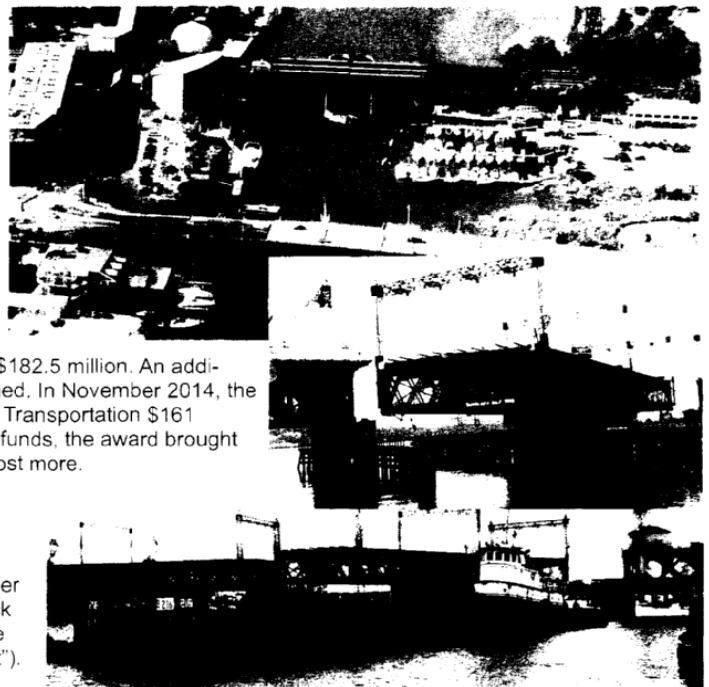
Because of the development surrounding the bridge, the project presents some unique challenges. Properties in the vicinity of the bridge were identified as possible staging areas for construction and would probably have to be appropriated. However, nothing has been finalized. As work gets underway, a temporary, fixed bridge is planned to allow trains to pass over the river. Even though the temporary bridge will have a higher vertical clearance than the old bridge, most vessels will not be able to pass under it, and something will have to be done to accommodate them.

Representatives of HNTB Corp., designing the new bridge, stated that they are still in a very early phase of the project. When 60% of the design is reached, ConnDOT will begin to obtain permits from state and federal authorities, notably the CT DEEP and U.S. Army Corps of Engineers. The schedule calls for this phase to be completed by February 2016 and all permits to be obtained by February 2017. According to the current schedule, the construction part of the project would start in February 2017 and be completed in July 2021.

The Harbor Management Plan calls for review of proposals concerning the WALK Bridge. The Plan includes provisions to maintain safe and efficient navigation and the viability of water-dependent facilities, and provisions to protect environmental quality while maintaining, repairing, and replacing the bridge.

The present bridge must be replaced. But the question is how the construction challenges in a confined area will be met. And at what cost to us all.

Stay tuned.



Internships Around the Harbor – A Closer Look

Internships can provide valuable experiences for students, while helping to provide meaningful work and service to organizations. Here are two organizations that have successfully worked with interns:

Harbor Watch

*By Sarah C. Crosby, Ph.D. Director of Harbor Watch
Earthplace, the Nature Discovery & Environmental Learning Center*

Harbor Watch has been hosting interns since 1993, with both high school and undergraduate interns each summer. Norwalk Mayor's Water Quality Committee (NMWQC) started working with Harbor Watch in 1995, funding one or two interns each year. To date, a total of 41 intern positions have been completed through this partnership.

The interns are enormously valuable to our program. Interns provide Harbor Watch with an increase in trained and knowledgeable manpower, which is needed for the program to conduct its multitude of research projects in local watersheds and estuaries. These interns also work with the Norwalk Health Department to monitor bacteria levels weekly at the various designated swimming sites within the city's park system.

We look for individuals who not only have a desire to learn about the science of water quality research, but also have the ability to work comfortably within a team. Our interns are given a lot of responsibility and are expected to complete their assignments with minimal direct supervision after their training. We try to identify individuals who have strong leadership skills and have displayed a good work ethic.

Harbor Watch interns are trained to collect field data and to analyze indicator bacteria levels using laboratory protocols for the membrane filtration method. They are trained to perform work described in our Quality Assurance Project Plans for the waterways studied, especially those that are within the Norwalk city boundaries. This year, these interns were invaluable in providing the necessary manpower to conduct weekly monitoring and daily monitoring studies in the Norwalk River Watershed. Interns also help to maintain the necessary laboratory ware needed to conduct Harbor Watch research monitoring.

Many of these interns are studying environmental science or related fields at their colleges or universities. These individuals will seek out internships (like Harbor

NPD Marine Unit

By Sgt. Peter Lapak, Commander, Norwalk Police Department Marine Unit

The Marine Unit of the Norwalk Police Department has had an intern program for approximately 15 years. We work primarily with college or pre-college youths who are leaning towards Criminal Justice or Law Enforcement careers.

Interns provide helping hands and very often make valuable contributions in procedural areas, such as input to how something is done. The intern program also has a positive effect on the Officers who take on the role of mentors to these young people.

We generally look for young people who enjoy the water or boating or both. Swimming ability and some type of boating background are desirable, but not critical.

This past summer we had Tyler (last name omitted) who was a tremendous help and fun to have around. In this case Tyler was an avid boater and enjoyed water sports. He was also a hard worker and took on many of the routine chores and maintenance duties freeing up Police Officers' time. While we have had many good interns over the years, Tyler came as close to what we would look for as anyone we have had with us. We would greatly appreciate an intern like Tyler going forward.

While the internship provides help to the Police Department Marine Unit, it's also valuable for the intern who gains real work experience. This is often important for the students who choose careers in Criminal Justice or Law Enforcement. We're pleased that one of our former interns, Brendan Collins, went on to become a Norwalk Police Officer. He was an outstanding intern.

Next year will likely be busy, and with money and staffing restrictions, interns will be valuable indeed.



Norwalk Harbor Report Card

By Jose Juan Cebrian, Chairman, NHMC, and Geoff Steadman, NHMC Planning Consultant

A recent environmental Report Card gave Norwalk Harbor a C+ rating and highlighted water pollution as an on-going concern. The irony of this announcement is that good water quality has always been a fundamental goal of the Norwalk Harbor Management Commission (NHMC) and Norwalk Harbor Management Plan. In fact, Norwalk has led the way to address pollution issues. The city, acting through the Mayor's Water Quality Committee, NHMC, Shellfish Commission, Health Department, Department of Public Works, and other agencies, have successfully developed numerous initiatives to maintain and improve water quality in the harbor.

In 1991, the Mayor's office established a Water Quality Committee to identify and address pollution problems. The committee's first project mapped storm drains that emptied into the harbor and developed a program to sample and test storm water from those drains. Both the NHMC and the Shellfish Commission have provided funds to hire water quality interns and support the program with sampling and testing assistance from Westport-based Earthplace Harbor Watch. This 25-year program has identified and corrected numerous point and non-point sources of pollution.

The Harbor Management Plan requires that applications for construction in and around Norwalk Harbor are planned to include best management practices for storm water management. Recently, the NHMC completed the first statistical analysis of water quality data from the Norwalk River and harbor with assistance from the Connecticut Bureau of Aquaculture. A "working" mathematical model was developed and demonstrated a key relationship between elevated bacterial counts in the harbor and storm water runoff from the most developed part of the watershed.

Currently, the NHMC is reviewing plans by the Connecticut DOT to replace and repair, respectively, the railroad and I-95 bridges over the Norwalk River. Historically, the DOT has given little attention to the pollution impacts of storm water runoff from highway bridges. Changing this attitude requires support from the same groups and public officials who provided comments on the recent Norwalk Harbor Report Card.

Review of the Report Card shows that use of more comprehensive databases and different indices for averaging the data may have improved Norwalk's grade from "C+ to B+." Critical factors that would have improved the grading process should have included consideration of the policies currently in-place to improve water quality, the means to monitor it, and the ability to predict future outcomes.

Report Cards are useful tools to the extent they increase awareness of past performances and the need for future successes. Those successes can only be achieved through partnerships among all residents, governmental officials, agencies, and organizations with an interest or authority pertaining to the harbor and watershed. The NHMC, guided by the Harbor Management Plan, continues to pursue its day-to-day responsibility to protect and improve the harbor's water quality and encourage the partnerships needed to achieve that goal.



Rowing on the Norwalk River

By Mike Griffin, Norwalk Harbor Master

The first inter collegiate rowing contest between Harvard and Yale took place in the year of 1852. In the year following, Yale had formed the first collegiate boat club in the U.S. By 1920 rowing became a popular sport, and the U.S. Olympic team won the men's eight competition from 1920 until 1956. Following that period the U.S. men's eight crew won its third consecutive gold medal in the 1999 world championships, and won the gold again at the 2004 Olympic. Rowing is an original sport to today's Olympic games, with today's U.S. rowing delegation consisting of 48 athletes, all superb examples of physical conditioning. Women athletes have also been a large part of our country's rowing history. This has been proven by their winning of the gold in the woman's eight in the 2008 and 2012 Olympic games. In 2013, the woman's eight extended their dominance by winning their eighth consecutive world title.

The sport of club rowing in Norwalk has expanded with formation and relocation, over the years, of four present rowing clubs. The Norwalk River Rowing Association was the first to organize 1986. Since that time, additional rowing clubs were formed or relocated to the Norwalk River, namely the Maritime Rowing Club, the Connecticut Boat Club and recently, the Fairfield University Rowing Club.

The Norwalk River from the head of the navigation channel, Wall Street, to the Aid to Navigation Marker # 15 is a distance of approximately 2.5 nautical miles with an average width, from east to west, of approximately 200 + feet for possible nautical use during various tide cycles. This limited available water creates quite a challenge in a heavy mixed daily vessel environment and presents major concerns regarding safety and regulation. The clubs maintain four seasonal programs that provide personal physical training and on-water coaching. They offer a racing program five days a week for high school students, plus less rigorous programs for recreational rowers and middle school students. Competitive adults and collegiate rowers row primarily during the early morning hours, as early as 5:30 a.m. All four clubs, combined, may operate on the river on any given day with as many as 20 coaching and safety pontoon boats and upwards to 100 to 300 shells. In the winter months these numbers may decrease by 30% of those during the summer months.

As a result of the high volume of use and potential for navigational problems, the rowing clubs were approached through my office as State Harbor Master, as well as the Norwalk Marine Police, to convene safety meetings and discuss organizing an Inter Club Safety Consortium. A successful outcome of these meetings that improved safety of navigation was the use by the coaching staff and teams of marine hand held radios. This step, along with a chart indicating shoreline and congested river locations within their rowing and transiting areas, has provided greater communication, and safety among all vessels operating in close proximity to each other and their avoidance of congested areas.



**CITY OF NORWALK
STATE OF THE HARBOR MEETING
DECEMBER 16, 2015**

ATTENDANCE:

Harbor Management Commission Members:

Jose Cebrian, Chair; Tony Mobilia, Dr. John Pinto, William Gardella,
Michael Griffin, Harbormaster; Pete Johnson, Shellfish Commission;
Geoff Steadman, Consultant;

Norwalk Police Department Marine Unit: Officer Rich Dellalo;

Norwalk Fire Department Marine Unit: Captain Jon Maggio

Marcy Balint, Department of Environmental Energy Protection

CALL TO ORDER

Mr. Cebrian called the meeting to order at 7:30 p.m. and led the group in the Pledge of Allegiance.

Chairman's Comments

Mr. Cebrian welcomed everyone and thanked all for coming out to the annual meeting. He spoke on the value and significance of the Harbor to not only recreation but essential to Norwalk commerce, trade, and water-dependent businesses.

He gave an overview of the mission of the Harbor Management Commission and thanked the members for all they do to keep the Harbor safe and viable. He introduced members of the Commission and others in attendance, as follows:

Jose Cebrian, Chair; Tony Mobilia, Vice Chairman;. William Gardella;
Dr. John Pinto, President of the Connecticut Harbor Master Association;
Michael Griffin, Norwalk Harbor Master; Geoff Steadman, Consultant;
Marcy Balint, DEEP.

Presentation of the David S. Dunavan Award.

Dr. Pinto reported that Terry Backer passed away on Tuesday morning, losing his long battle with brain cancer. Mr. Backer served as the Soundkeeper, dedicated to protecting and preserving Long Island Sound, and was a former recipient of the David S. Dunavan Award in 2010. Dr. Pinto then called for a moment of silence in memory of Terry Backer.

Dr. Pinto gave an overview of the David S. Dunavan Award that was established to recognize an individual for stewardship efforts for work done with protection of the Norwalk Harbor and impacts to benefit of Long Island Sound. He announced that this year's recipient is Norm Bloom and he read the plaque inscription and dedication.

Mr. Bloom was unable to attend and the plaque was accepted by Mr. Johnson of the Shellfish Commission on behalf of Mr. Bloom.

Mr. Cebrian said that the Fire and Police and Marine Units perform a significant amount of work responding to calls on the water and assisting the Harbor Master with boater safety. Mr. Cebrian said that Sgt. Lapak was unable to attend due to illness and stated that Officer Dellalo would provide a report.

Norwalk Police Department Marine Unit: Officer Rich Dellalo

Officer Dellalo reported that the Police Marine Unit has seen an increase in call volume for assistance with the boating season extending from earlier in the spring to later in the fall, and Norwalk's growth as a mixed use harbor. Going into 2016, the unit is planning more enforcement, patrol and an increase in public interaction in areas of safety, education and safety classes.

Norwalk Fire Department Marine Unit: Captain Jon Maggio

Capt. Jon Maggio then spoke about his experience with the Marine Unit. He said that the Marine Unit was located in the Region 1 area and the Marine units have expanded their role in recent months. The unit has been a role model to other municipalities. Now that the Coast Guard is focuses on Homeland Security, the local marine units have provided coverage to not only Norwalk but also the surrounding communities.

Captain Maggio then spoke about the increased amount of traffic on the river and commended Harbor Master Griffin on his ability to prevent incidents from occurring. He added that one of the reasons that the river traffic has increased is because Norwalk has an excellent harbor.

Captain Maggio highlighted training programs and drill exercises:

In Oct 2015 CT Region 1 Marine Group held a 4 hour field drill participants including area Fire Dept Marine Units-Norwalk Fire, Stamford Fire, Fairfield Fire, Bridgeport Fire, Stratford Fire; USCG Sector Long Island Sound Staff, and USCG Station boat & crew, USCG Sector Long Island Sound Command Center. Norwalk's aquarium's vessel "Spirit of the Sound" supported the marine distress drill. Also Bridgeport EMD activated their VEOCI capability, and USCG used HSIN Adobe Connect for exercise support.

With the great communication between the Fire Department and the Police Department, the marine units function well. He thanked all those marina owners who had helped in keeping the marine unit vessels in operation.

Harbor Master Mike Griffin

Mr. Griffin thanked the Commissioners and Marine Unit for their dedication to the Norwalk Harbor. He added that as Harbor Master, I salute the course of action taken by our four rowing clubs agreement on a dedicated course to be followed by both rowers and coach boats operating in the restricted bridge areas and navigating in the harbor. As always, the Norwalk Harbor Management Commission will be the lead agency in protecting the interests of the boating public and the commercial water dependent users during the planning and execution of this project and will monitor all steps for any possible impact on our harbor.

Consultant – Mr. Steadman noted that his report would be on topics listed in the Newsletter that can be found on the table with other harbor documents.

The Harbor Management Plan requires that applications for construction in and around Norwalk Harbor are planned to include best management practices for storm water management. Recently, the NHMC completed the first statistical analysis of water quality data from the Norwalk River and harbor with assistance from the Connecticut Bureau of Aquaculture. A working” mathematical model was developed and demonstrated a key relationship between elevated bacterial counts in the harbor and storm water runoff from the most developed part of the watershed.

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Mooring Committee

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In a meeting held August 27, 2015, ConnDOT reviewed the status with the Norwalk Harbor Management Commission's Bridge Committee and explained that as the bridge construction planning process is underway, there is a need to conduct other work on the rail line, including expansion of the Dock Yard in South Norwalk and work on the tracks to the east (called by Metro-North the "Interlocking Project"). These projects are necessary to maintain efficient movement of trains once the work starts.

Because of the development surrounding the bridge, the project presents some unique challenges. Properties in the vicinity of the bridge were identified as possible staging areas for construction and would probably have to be appropriated. However, nothing has been finalized. As work gets underway, a temporary, fixed bridge is planned to allow trains to pass over the river. Even though the temporary bridge will have a higher vertical clearance than the old bridge, most vessels will not be able to pass under it, and something will have to be done to accommodate them. Representatives of HNTB Corp., designing the new bridge, stated that they are still in a very early phase of the project. When 60% of the design is reached, ConnDOT will begin to obtain permits from state and federal authorities notably the CT DEEP and U.S. Army Corps of Engineers. The schedule calls for this phase to be completed by February 2016 and all permits to be obtained by February 2017. According to the current schedule, the construction part of the project would start in February 2017 and be completed in July 2021.

The Harbor Management Plan calls for review of proposals concerning the WALK Bridge. The Plan includes provisions to maintain safe and efficient navigation and the viability of water-dependent facilities, and provisions to protect environmental quality while maintaining, repairing, and replacing the bridge. The present bridge must be replaced. But the question is how the construction challenges in a confined area will be met. And at what cost to us all...Stay tuned.

I-95 Yankee Doodle Repair/replacement.

Mr. Mobilia explained that in view of other work being done this is the time to have the Yankee Doodle repairs addressed. He explained that there was chemical run off capped and disposed in the area. There was discussion of the involvement by the DEEP.

Public Comments

Mr. Cebrian explained that there would be a two minute time limit for public comments.

Mr. Paul Servino asked about the placement of buoys and the limited effectiveness of #10-#12. Harbor Master spoke on the history of speed limit enforcement along the inner harbor and shared his concerns on the buoy placement. He explained that the DEEP is the permitting agency and placement is based on GPS mapped navigation co-ordinants. There was an exchange of comments from the member of the public and Harbor Master.

It was noted that comments and dialogue is necessary for support and suggested that the comments be put in writing to the Commission to be forwarded on to the DEEP for action.

Captain Maggio asked the DEEP if the department could have some influence on recommendations to (Conn)DOT for the Yankee Doodle Bridge replacement to capture contamination, or some kind of separation system. He added that it could be the first of its kind, an environmentally friendly system.

Marcy Balint, senior coastal planner with the Connecticut Department of Energy and Environmental Protection Office of Long Island Sound Programs replied that they are totally open to that. She added that they don't know what the solutions are exactly to that and what they can exactly do. maybe there are other bridges in Connecticut that have had a similar issue."

Mr. Griffin added that environmental issues aside, the open drains added to the cost of recent dredging of the harbor. The material dredged from beneath the Yankee Doodle Bridge was too contaminated to be disposed of in Long Island Sound and had to be buried in a specially created Confined Aquatic Disposal cell inside the harbor, according to Griffin.

Mr. Steadman added that the NHMC is reviewing plans by the Connecticut DOT to replace and repair, respectively. The railroad and 1-95 bridges over the Norwalk River. Historically, the DOT has given little attention to the pollution impacts of storm water runoff from highway bridges. Changing this attitude requires support from the same groups and public officials who provided comments on the recent Norwalk Harbor Report Card.

Mr. Steadman explained that there was 20 miles of water quality data collected and there was also a large body of data from the Bureau of Aquaculture. The data team looked at the data collected for one year, and the group will now be working on identifying the source of the bacteria.

The meeting was adjourned at 9:15 p.m.

Respectfully submitted,
Marilyn Knox;
Telesco Secretarial Services