

## Questions for Connecticut Port Authority Board of Directors Nominees

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### Connecticut Port Authority ([CGS §§ 15-31a](#) and [15-31b](#))

The Connecticut Port Authority (CPA) is a quasi-public agency responsible for marketing and coordinating the state's ports and maritime economy. The authority is governed by a 15-member board of directors, 10 of whom are appointed and five of whom serve ex-officio (the treasurer, the Office of Policy and Management secretary, and the commissioners of transportation, energy and environmental protection, and economic and community development) ([CGS §15-31a](#)).

By law, the authority:

- coordinates port and harbor development,
- pursues federal and state funds for dredging and other infrastructure improvements to increase cargo movement through the ports and maintain navigability of ports and harbors,
- markets port and harbor economic development and works with others to maximize their economic potential,
- supports and enhances the development of maritime commerce and industries,
- coordinates the planning and funding of capital projects promoting port and harbor development,
- develops strategic entrepreneurial initiatives available to the state, and
- coordinates the state's maritime policy and serves as the governor's principal maritime policy advisor ([CGS § 15-31b](#)).

## Questions

1. How has your background and previous experience prepared you for this role?
2. What do you see as the major challenges and opportunities facing CPA in the next five years? Given those challenges and opportunities, what are your top priorities as a member of the board? How do your priorities align with the strategic objectives in the five-year [Maritime Strategy](#) that the authority released in 2018?
3. On February 11, 2020, Governor Lamont [announced](#) a \$157 million development agreement between the Connecticut Port Authority, Gateway Terminal, Ørsted, and Eversource that would transform the State Pier in New London into an offshore wind center. Do you support this agreement? Why or why not?
4. Some opponents of the agreement have criticized it for allowing Ørsted and Eversource exclusive use of the pier for an extended time period. How would you respond to this criticism? In your opinion, does the agreement adequately address the needs of the pier's other users? Why or why not?
5. The Auditors of Public Accounts released two reports on the authority within the last year (specifically on [May 17, 2019](#), and [October 31, 2019](#)) that contain several recommendations regarding the authority's policies and procedures. What has the authority done in response to these recommendations? Are there additional actions it should undertake?
6. The legislature is currently considering [HB 5021](#), a proposal from Governor Lamont that, among other things, makes the chair of the CPA board a gubernatorial appointment and requires an annual independent audit of the authority. What are your thoughts on this bill?
7. Several legislators have proposed increasing the state's oversight of quasi-public agencies by, among other things, requiring that (a) certain quasi-public agency contracts be submitted to the attorney general for review and comment and (b) agency financials be provided to the comptroller for disclosure. What is your opinion of these proposals?
8. The authority published an analysis last year detailing the [Impacts of the Connecticut Maritime Industry](#). What are the key contributions that the maritime industry makes to the state's economy? What can CPA do to help the industry grow?
9. Each of the state's deepwater ports in Bridgeport, New Haven, and New London is administered by a local port authority. How effectively do you feel that CPA coordinates with the local port authorities? What could CPA do to strengthen these relationships?
10. The Department of Transportation (DOT) retains some responsibility for funding port improvements, dredging, and other maritime activities. Do you believe that CPA and DOT effectively coordinate their efforts? What can both entities do in the future to help move cargo more efficiently through the ports and the state transportation network?

11. What role does rail play in moving cargo to and from Connecticut's ports? What can the authority do to encourage rail connections with the state's ports?
12. What kinds of capital improvements are needed to maximize the use of the state's harbors as well as its three deepwater ports? What are the best ways to make those improvements?
13. What role, if any, should public-private partnerships play in developing the state's ports and harbors?

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