EXECUTIVE SUMMARY

The Bridgeport Port Authority (BPA), CT, is requesting $10.5 million in 2022 US DOT Port Infrastructure Development Program (PDIP) Grant funding to develop an Operations and Maintenance (O&M) Wind Port that will serve many of the region's offshore wind energy providers. BPA is preparing to support the rapid growth and expansion that is taking place within the U.S. East Coast offshore wind industry.

The Bridgeport O&M Wind Port will be located in a HUBZone in New England's 5th largest city, which the offshore wind hub site has already undergone significant private sector development to support maritime operations. With further infrastructure development, this project will accommodate offshore wind support activities critical to the development of the industry.

Construction of the Operations and Maintenance (O&M) Wind Port Project meets several of the PIDP goals and priorities, including:

- Utilizing the O&M Wind Port, as a staging port for logistical purposes to hold the wind energy project components, prepare them for installation offshore, and allow for easy transport by the Jones Act compliant vessels to the project site. This staging port will be able to
    - support movement of the offshore wind components
    - provide large landing/storage areas,
    - provide electricity to supply the nacelle components while awaiting deployment,
    - provide adequate draft for the vessels to access the site, and
    - establish a wind port with no air draft restrictions between the site and the open ocean so that the port can transport offshore wind components
- Providing jobs and economic opportunity to environmental justice communities located near the Port of Port of Bridgeport.
- Supporting the development of a sustainable offshore wind industry in the Northeastern U.S., reducing the greenhouse gas emissions that contribute to climate change.
- Inducing additional public investments in workforce training and a workforce development center to develop the skills of local workers, including recruiting nearby workers from environmental justice communities.

The Bridgeport Port Authority (BPA) has successfully secured private funding for this project which will allow us to contribute 40% of the total funding required to complete this project. We believe this strong contribution demonstrates our community's commitment to this urgent project.

Operations and Maintenance (O&M)
Wind Port Project

Bridgeport Port Authority

FY 2022

U.S. Department of Transportation Maritime Administration

Port Infrastructure Development Program (PIDP)

Grant Application

May 16, 2022

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Introductory Information

Each application should include a cover page with information about the project included in the following chart:

Field Name	Guidance
Name of applicant	Bridgeport Port Authority
Is the applicant applying as a lead applicant with any private entity partners or joint applicants?	Yes
What is the project name?	Operations and Maintenance (O&M) Wind Port Project
Project description	Bridgeport Port Authority is requesting funds to build infrastructure to develop a key Operations and Maintenance (O&M) Wind Port for many of the region's offshore wind sites and is prepared to support the rapid growth in the U.S. East Coast offshore wind industry. This project will serve as the areas first port facility capable of handling the critical demand of the offshore and shoreside wind energy industry.
Is this a planning project?	No
Is this a project at a coastal, Great Lakes, or inland river port?	Coastal port
GIS Coordinates (in Latitude and Longitude format)	The project location is at position 41° 10.5' N 73° 10.3' W.
Is this project in an urban or rural area?	Urban Area
Project Zip Code	06607
Is the project located in a Historically Disadvantaged Community or a Community Development Zone? (A CDZ is a Choice Neighborhood, Empowerment Zone, Opportunity Zone, or Promise Zone.)	Yes, HUBZone Economic Opportunity Zone
Has the same project been previously submitted for PIDP funding?	No
Is the applicant applying for other discretionary grant programs in 2022 for the same work or related scopes of work?	No

Field Name	Guidance
Has the applicant previously received TIGER, BUILD, RAISE, FASTLANE, INFRA or PIDP funding?	No
PIDP Grant Amount Requested	$10,530,000
Total Future Eligible Project costs	$17,550,000
Total Project Cost	$17,550,000
Total Federal Funding	$10,530,000
Total Non-Federal Funding	$7,020,000
Will RRIF or TIFIA funds be used as part of the project financing?	No

SECTION I PROJECT DESCRIPTION

1. Overview

The Bridgeport Port Authority (BPA), CT, is requesting $10.5 million in 2022 US DOT Port Infrastructure Development Program (PDIP) Grant funding to develop a key **Operations and Maintenance (O&M) Wind Port** for many of the region's offshore wind sites and is prepared to support the rapid growth in the U.S. East Coast offshore wind industry. The Bridgeport Offshore Wind Port Hub Project will be located in a HUBZone in New England's 5th largest city, which the offshore wind hub site has already undergone significant private sector development to support maritime operations. With further infrastructure development, this project will accommodate offshore wind support activities critical to the development of the industry. A rendering of the Project is shown in Figure I-1.

Figure I-1: Offshore Wind Operations and Maintenance (O&M) Wind Port Artist Rendering

Offshore wind is an emerging energy and transportation market in the United States, with a critical concentration in the northeast U.S. where the meteorological and logistic characteristics are most favorable for the domestic wind industry. This presents a new market opportunity and a huge investment and job creation opportunity for the BPA and the Northeastern U.S.

The Biden administration set a goal to develop 30 gigawatts of offshore wind energy by 2030, which the administration said would be enough to power 10 million homes and cut 78 million metric tons of carbon dioxide per year. Connecticut has its own goal set by the legislature: purchasing 2 gigawatts of offshore wind energy by 2030. The Commissioner of Connecticut's Department of Energy & Environmental Protection (DEEP) anticipates the state will need more than double that amount if it wants to meet its goal of sourcing all of its electricity from zero-carbon sources by 2040. Based on the government's offshore wind energy initiatives, Connecticut has already signed contracts with two offshore wind projects off the coast of Rhode Island and Massachusetts; **Park City Wind, which will have on-shore operations in Bridgeport**, and Revolution Wind, which will call New London its land base.

The Park City Wind project was announced in 2019. This project is named after the City of Bridgeport with an 804 megawatt offshore wind project to be constructed in Avangrid Renewables' federally designated lease area (Lease Area OCS-A 0534). This lease area is located at least 22 miles off the coast of Massachusetts. Park City Wind will not be visible from any shoreline in Connecticut, but will bring clean, renewable, cost-effective energy to the residents of Connecticut. Avangrid Renewables has committed to making Bridgeport home to Park City Wind's operations and maintenance (O&M) hub for the 25+ years of the project. This will bring many long-term jobs to Bridgeport and generate direct expenditures worth several hundreds of millions of dollars.

The Park City Wind project will supply approximately 14% of Connecticut's electricity, will be one of the New England's most important projects to address climate change by reliable, cost-effective, and plentiful clean renewable energy. Park City Wind will power approximately 400,000 homes per year and cut greenhouse gases by approximately 1.1 million tons annually, the equivalent of taking over 200,000 cars off the road.

According to the U.S. Department of Interior Bureau of Ocean Energy Management, there are 31 active leases for Renewable Energy within the surrounding Connecticut area. With such high demand, BPA is poised to become a critical support arm for the Offshore Wind Industry. Figure I-2 depicts the map of federal leases within close proximity to Bridgeport, CT.

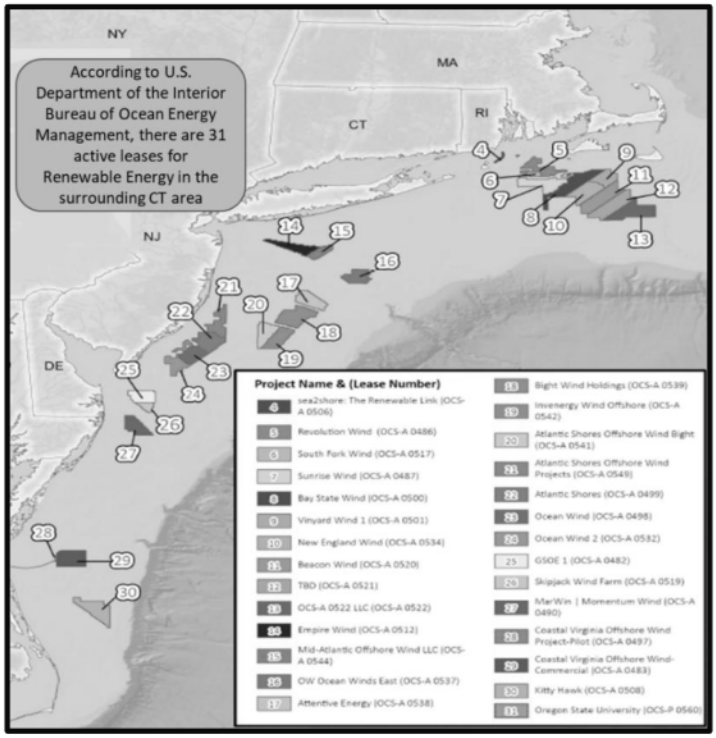


Figure I-2. The Map of Federal Leases within Close Proximity to Bridgeport, CT

Furthermore, American Bureau of Shipping (ABS) recently completed an assessment for infrastructure at ports to support these operations which illustrates that Connecticut provides ideal conditions to serve a wind port because of no restrictions for air draft and sufficient clearance for horizontal draft requirements. Figure I-3 below is directly from the ABS study[1].

[1] https://absinfo.eagle.org/acton/attachment/16130/f-98f8192f-6ba8-4f7c-b2f6-a30a8c41209d/1/-/-/-/-/ABS-Offshore-Wind-Report-Positioning-for-US-Expansion-Ports-and-Vessels-Innovation.pdf

Port Characteristic	New Bedford	New London	Tradepoint Atlantic	*Bridgeport	Port of Providence	Port of Virginia
State	MA	CT	MD	CT	RI	VA
Horizontal Clearance	No Restrictions					No Restrictions
Air Draft	No Restrictions	No Restrictions		No Restrictions	58.2 m (191 ft)	No Restrictions
Depth/Draft	9.14 m (30 ft)	10.36 m (34 ft)	10.97 m (36 ft)	10.36 m (34 ft)	11.89 m (39 ft)	13.10 m (43 ft)
Quayside/ Berth Length	365.76 m (1200 ft)	320.04 m (1050 ft)	670.56 m (2200 ft)	258.47 m (848 ft)	246.89 m (810 ft)	1078.99 m (3,540 ft)
Width/Beam	45.72 m (150 ft)	38.1 m (125 ft)		41.85 m (137.3 ft)	42.06 m (138 ft)	91.44 m (300 ft berth pocket/ 400 ft access channel)
Site Uniform Load Capacity	20 t/m^2		15 t/m^2		19.5 t/m^2	Project Specific
Crane Capacity	750 t		85 t		60 t	Project Specific

Figure I-3. Current East Coast Port Characteristics

In addition to the ABS evaluation, the Port of Bridgeport has completed their own feasibility studies for the specific site being proposed as part of this grant application. In 2019, a full-scale feasibility study was performed by COWI North America to evaluate the project location for use as a staging area and port facility in support of future offshore wind projects. In 2022, a more detailed engineering study was completed by RACE Coastal Engineering to further assess the site's capability for serving and an O&M Wind Port. These studies have been used to set the scope of the project. Both of these feasibility studies are included as reference.

2. Challenges

The Offshore Wind Industry is experiencing rapid growth and the Biden Administration has set aggressive goals for moving to alternative energy sources. Unfortunately, our US ports are not yet positioned to support the Offshore Wind Industry. To have the best chance of success, it is imperative to start investing port infrastructure to support this industry by funding important infrastructure such as marshalling ports and O&M ports. If these types of projects are deferred or delay, the U.S. will need to "make do" with existing marshaling area by using alternative methods, such as feeder barges situated offshore that can ferry equipment from port to installation vessels located at sea—kind of like a relay for turbine parts. The approach, however, is not without its hurdles. Feeder barges are in limited supply, less safe and take longer to finish installations, causing other problems further down the line.

Resulting delays could mean fees and penalties for developers that need to extend port leases beyond agreed-upon dates and will cause setbacks in "turning on" the power — all of which can hinder other

projects in the pipeline. It will have ramifications for meeting other loftier ambitions, such as the federal targets of 30 gigawatts by 2030 and 110 GW by 2050, too.

In the bigger scheme of things, it also will mean delays in the nationwide, multi-level attempt to try and mitigate climate change.

Upgrading smaller ports is a great start. At a minimum, this allows for O&M activities to kick off and immediately relive a critical chock point in the transportation system. The only alternative is for parts and supplies to be delivered from European countries which would strike a big blow to the feasibility of the OSW industry here in the US.

3. Project Elements

The Project encompasses the necessary infrastructure design and construction to develop the Operations and Maintenance (O&M) Wind Port. Figure I-4 below represents an artist rendering with an overlay showing the Project Elements that are being included as part of this grant request.

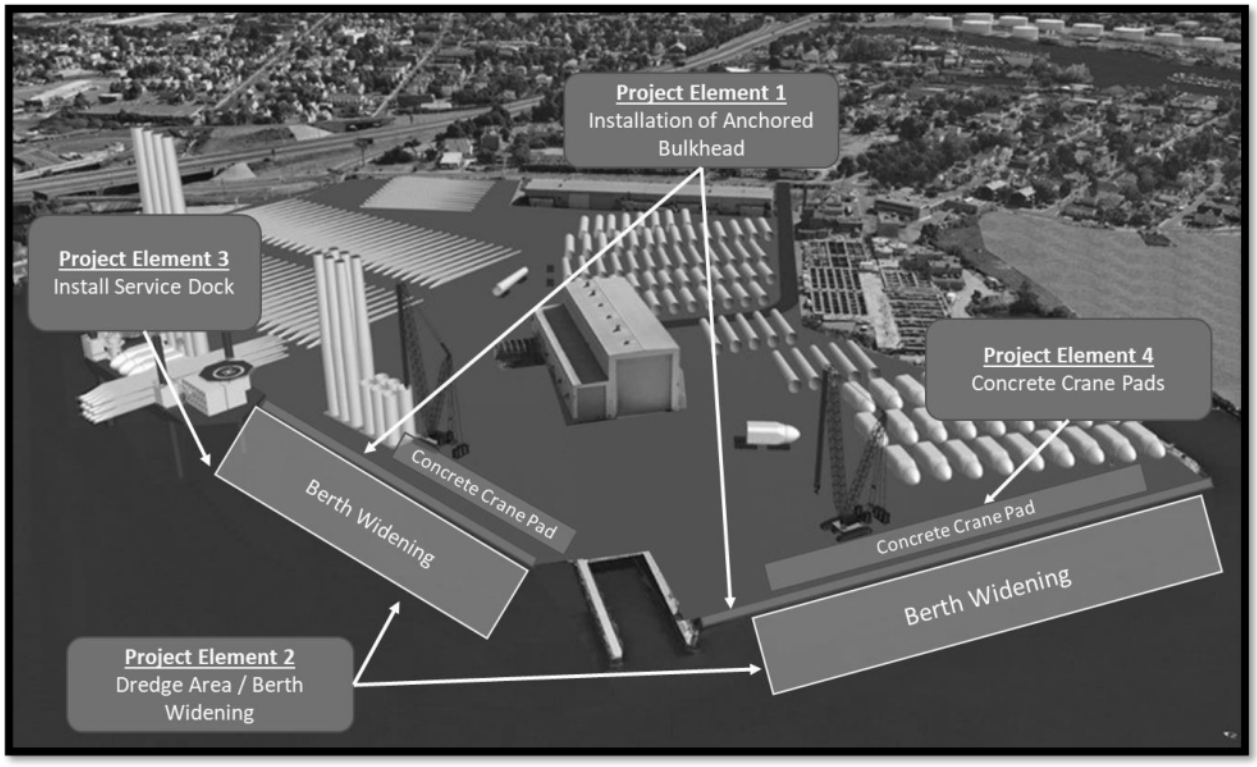


Figure I-4. Artist Rendering of the Project Elements

To construct the Bridgeport Wind Port, a staging port is required for logistical purposes to hold the wind energy project components, prepare them for installation offshore, and allow for easy transport by the Jones Act compliant vessels to the project site. This staging port requires heavy bearing capacities to support the offshore wind components (including turbine blades and foundations), large storage areas, electricity to supply the nacelle components while awaiting deployment, adequate draft for the vessels to access the site, and no air draft restrictions between the site and the

open ocean so that the port can transport the wind turbine towers upright on the vessel from load-out to the offshore turbine position.

Project Element 1

The first improvement would consist of installing approximately 1,300 linear feet of anchored bulkhead along the waterfront of which 550 linear feet would be installed along the shoreline of the property that abuts the Yellow Mill and the remaining 750 linear feet would be installed along the southern shoreline that abuts Bridgeport Harbor. The bulkhead installation would allow for dredging maintenance activities to take place from the Federal Channel up to the bulkhead. This area of berthing would be crucial in providing large deep draft vessels with an area to dock during all tides cycles, ease of shoreside maintenance, staging area for hauling or launching, and loading or unloading vessels with materials.

Project Element 2

Dredging would be required in order to provide berthing along the bulkhead. Initial dredging is anticipated to expand upon the already existing authorized dredge footprints at the facility. As part of this project, is it anticipated to authorize additional dredge footprints of approximately 40,600 square feet along the Bridgeport Harbor Federal Channel and 41,400 square feet along the Yellow Mill River Federal Channel. It is anticipated that these areas would be dredged to a base dredge depth of -20' Mean Lower Low Water (MLLW) and -18' MLLW respectively. These two areas would require the removal of approximately 30,000 cubic yards of material.
Access into the facility is provided by the Bridgeport Harbor Federal Channel which has an authorized dredge depth of -35' MLLW. Access along the western edge of the property is provided by the Yellow Mill Federal Channel which has an authorized dredge depth of -18' MLLW. The approximate distances from the Federal Channels to the proposed bulkheads for berthing would be as follows;

Yellow Mill Channel:

- North limit – 183'
- Southern limit – 119'

Bridgeport Harbor:

- Western limit – 220'
- Eastern limit – 127'

Project Element 3

A floating service dock is anticipated to be installed along the Yellow Mill to assist with berthing of vessels. This run of dock would consist of a 10' wide by 450' long dock system anchored in place with piles. The docks would be accessed from the shoreline by two aluminum gangways.

Project Element 4

In regards to upland improvements, it is anticipated that two 20' wide by 100' long crane pads would be installed, one along the landward edge of the bulkhead which extends along the Yellow Mill

River and the other along the landward edge of the bulkhead which extends along Bridgeport Harbor. This would allow for heavy picks, movement of material to and from vessels, vessel storage, and as a relieving platform for the bulkhead. The platforms would be supported by foundation piles as necessary to support the crane loads.

4. Project Benefits

Construction of the Operations and Maintenance (O&M) Wind Port Project meets several of the PIDP goals and priorities, including:

- Utilizing the O&M Wind Port, as a staging port for logistical purposes to hold the wind energy project components, prepare them for installation offshore, and allow for easy transport by the Jones Act compliant vessels to the project site. This staging port will be able to
    - support movement of the offshore wind components
    - provide large landing/storage areas,
    - provide electricity to supply the nacelle components while awaiting deployment,
    - provide adequate draft for the vessels to access the site, and
    - establish a wind port with no air draft restrictions between the site and the open ocean so that the port can transport offshore wind components
- Providing jobs and economic opportunity to environmental justice communities located near the Port of Port of Bridgeport.
- Supporting the development of a sustainable offshore wind industry in the Northeastern U.S., reducing the greenhouse gas emissions that contribute to climate change.
- Inducing additional public investments in workforce training and a workforce development center to develop the skills of local workers, including recruiting nearby workers from environmental justice communities.

SECTION II: PROJECT LOCATION

The Port of Bridgeport is a major urban[2] port located in Bridgeport Harbor on the north side of the Long Island Sound, classifying it as a coastal seaport as defined in the Notice of Funding Opportunity (NOFO) for this grant. Though originally based primarily on shipbuilding, it now operates primarily as a shipping port. It is one of three deep-water ports in Connecticut.

The Port of Bridgeport is located in Connecticut's 4th Congressional District. The project location is at position 41° 10.5' N 73° 10.3' W. The harbor is located at the end of the Route 8/Route 25 connector, where it merges into Interstate 95, near the Bridgeport station, a stop for Amtrak, Metro-North, and Shoreline East trains. A lack of overhead obstructions for ships to encounter when departing and arriving from this port makes Bridgeport an ideal, unobstructed location for transporting the large off-shore wind farm components vertically.

[2] TIGERweb Decennial (census.gov)

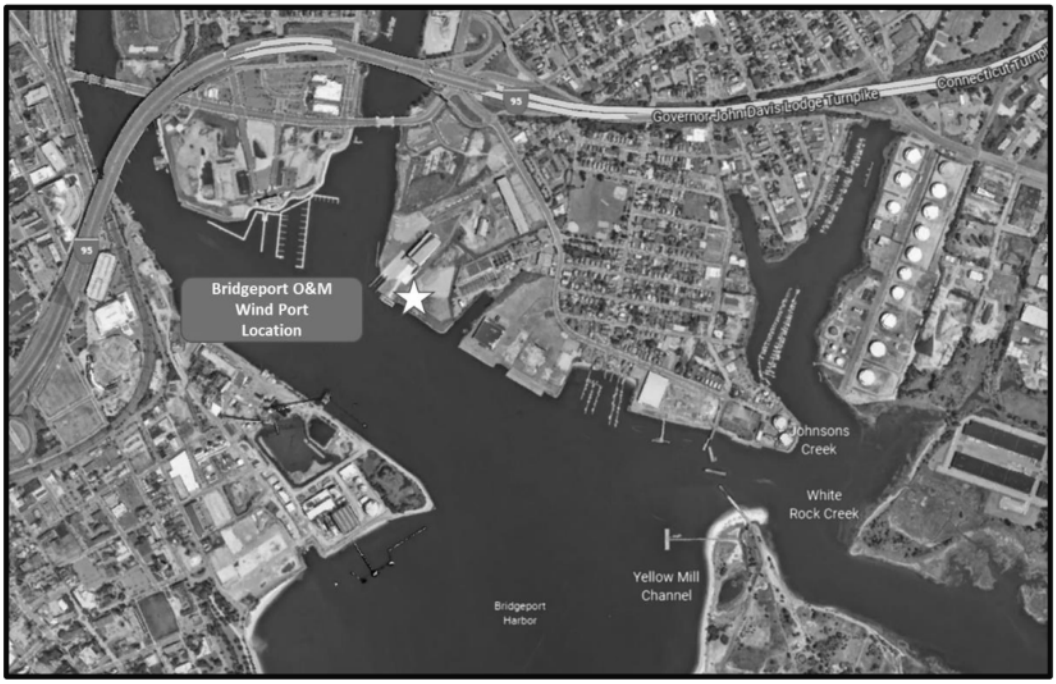


Figure II-1. Map of Project's Location to Existing Transportation Infrastructure

In considering the Port of Bridgeport's investment needs and potential, this section addresses whether this port is located in a Qualified Opportunity Zone (QOZ) or similar recognized zone. For the purposes of this section, the term "Qualified Opportunity Zone" means a population census tract that is a low-income community that is designated as a Qualified Opportunity Zone according to 26 U.S.C. § 1400Z-1 and U.S. Housing and Urban Development (HUD) definitions.

According to the HUD, the Port of Bridgeport lies directly in the center of an Economic Opportunity Zone. Additionally, that Zone is directly bordered by four more Economic Opportunity Zones, and three other zones come within a 1.5-mile radius of the port. These Economic Opportunity Zones listed below and referenced in Designated Qualified Opportunity Zones under Internal Revenue Code § 1400Z–2 Notice 2018–48 are as follows[3,4]:

- Completely within the boundaries of Zone Number: 09001074400 (State: Connecticut; County: Fairfield)
- Bordered by Zone Numbers: 09001080400, 09001074300, 09001074000, and 09001070600 (State: Connecticut; County: Fairfield)
- Within 1.5 miles of additional Zone Numbers: 09001073800, 09001070500, and 09001070300 (State: Connecticut; County: Fairfield)

[3] https://opportunityzones.hud.gov/resources/map
[4] https://maps.dot.gov/portal/apps/opsdashboard/index.html#/bd9ba0594aed4a0e9fc111ca917fbfbf

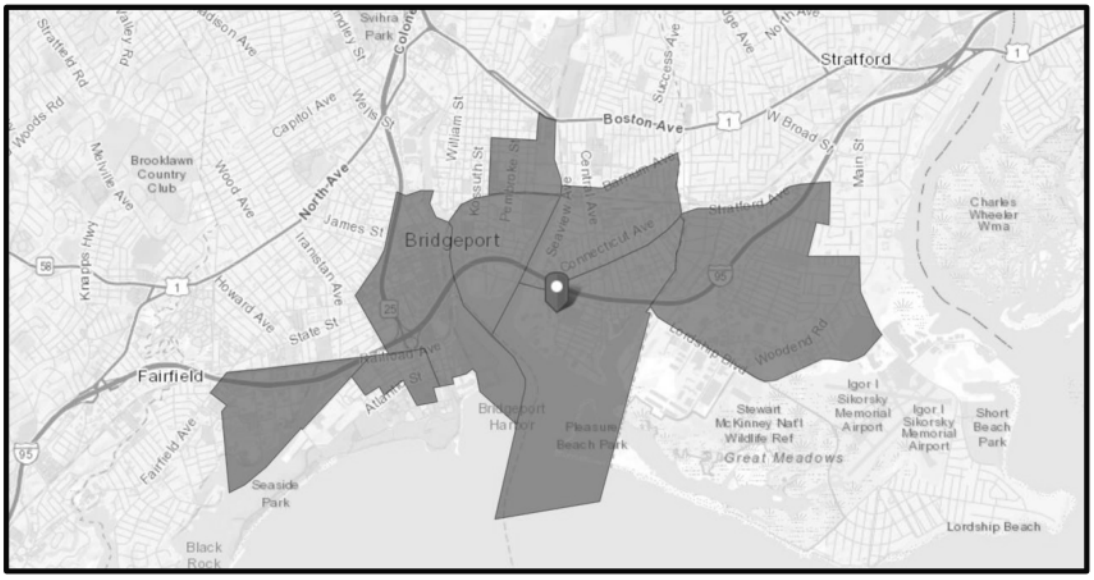


Figure II-2. The Port of Bridgeport Surrounded Entirely by Opportunity Zones

As defined by the U.S. Department of Transportation, Transportation Disadvantaged Census Tracts, or Historically Disadvantaged Communities, are identified when they exceed 50% across at least four of the following six indicators. Indicators include a Transportation Access disadvantage which identifies communities that spend more and take longer time to go where they need to go, a Health disadvantage where adverse health outcomes and environmental exposures are higher, an Environmental disadvantage which includes inferior environmental quality and pollution levels, an Economic disadvantage, a Resilience disadvantage which involves those vulnerable to climate change, and a Social disadvantage in which a community has a shared history of discrimination. While the Port of Bridgeport's census tract 744.00 is not listed by the Department of Transportation as a Historically Disadvantaged Community, tract 743.00 which boarders it is identified as one. Several other census tracts that lie within a 1.5-mile radius of the Port of Bridgeport are also designated as such.

Figure II-3. Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities) in the vicinity are shown in orange

Housing and Urban Development further identifies the poverty that is prevalent in this area. Census tract 744.00 has poverty levels of between 20 and 30%. Tracts which boarder this fall into the 30 to 100% range.[5]

[5] 2021 Choice Neighborhood Planning | HUD USER

Figure II-4. A HUD Choice Neighborhoods Map shows the high poverty levels prevalent in census tracts around the Port of Bridgeport

The Opportunity Zones Database is more specific, stating that 21% of households within this tract are living below the poverty line, a number that is 10% greater than the Connecticut average. Some census tracts that lie within 1.5 miles see numbers of greater than 60% living below the poverty line.[6]

Notably, the Port of Bridgeport and the surrounding areas remain quite depressed and ripe for growth with the right investments. Being in an Economic Opportunity Zone, closely bordered by a Historically Disadvantaged Community, and in a Choice Neighborhood are prime reasons why the Port of Bridgeport is deserving of special consideration by the Port Infrastructure Development Grant Program.

SECTION III: GRANT FUNDS, SOURCES, AND USES OF POJECT FUNDS

1. Budget

The Port of Bridgeport is requesting $10.5 million in Port Infrastructure Development Program FY 2022 funding to develop a key Operations and Maintenance (O&M) Wind Port for many of the region's offshore wind sites and is prepared to support the rapid growth in the U.S. East Coast offshore wind industry. Figure III-1 depicts project cost and funding.

[6] List of Bridgeport, Connecticut Opportunity Zones & OZ Funds - OpportunityDb

Cost category	Budget	PIDP funds	Non-federal Match Funds
Project Element 1: Installation of Anchored Bulkhead	$9,790,000	$5,874,000.0	$3,916,000.0
Project Element 2: Dredge Area/Berth Widening	$3,000,000	$1,800,000.0	$1,200,000.0
Project Element 3: Concrete Crane Pads	$2,590,000	$1,554,000.0	$1,036,000.0
Project Element 4: Installation of Service Dock	$2,170,000	$1,302,000.0	$868,000.0
TOTAL COST	**$17,550,000**	**$10,530,000**	**$7,020,000**
Percentage	**100%**	**60%**	**40%**

Figure III-1. Project Costs and Funding

A detailed description of each phase to the project has been provided under section I.3 Project Elements.

As shown in Figure III-1 above, Non-Federal matching funds in the amount of $7 million will contribute 40% of the total $17.5 million cost of the Operations and Maintenance (O&M) Wind Port project. Figure III-1 shows the commitment of non-Federal funds, and the amount of Port Infrastructure Development Program funding requested to complete the project.

2. Funding Commitments

The total project costs for the Operations and Maintenance (O&M) Wind Port project are calculated to be $ 17.5 million. Through this Port Infrastructure Development grant funding application, the Port of Bridgeport is requesting $10.5 million to ensure a successful and timely completion of the O&M Wind Port project. Absent grant funding, the burden of the additional costs will be borne by the Bridgeport Boatworks. The port will continue to work with partners to identify upgrades and potential sources of funding and grants to support the projects. Bridgeport Boatworks has provided a letter of commitment confirming that it will contribute $ 7 million in non-federal funds required to complete the project.

The letters of commitment can be found in Appendix 3.

SECTION IV: MERIT CRITERIA

The Operations and Maintenance (O&M) Wind Port project will fulfill Port of Bridgeport's readiness to support the development of a sustainable offshore wind industry in the Northeastern U.S., help reduce the regions carbon footprint, and help the Port of Bridgeport to grow. The project will provide a variety of long-term benefits that align with the Merit Criteria established by USDOT for the Port Infrastructure Development Program. Operations and Maintenance (O&M) Wind Port project will provide following long-term benefits;

- Providing jobs and economic opportunity to environmental justice communities located near the Port of Bridgeport.
- Supporting the development of a sustainable offshore wind industry in the Northeastern U.S., reducing the greenhouse gas emissions that contribute to climate change.

- Inducing additional public investments in workforce training and a workforce development center to develop the skills of local workers, including recruiting nearby workers from environmental justice communities.

1. Achieving safety, efficiency or reliability improvements

a) Loading and unloading of goods at a port

Utilizing the O&M Wind Port, as a staging port for logistical purposes to hold the wind energy project components, prepare them for installation offshore, and allow for easy transport by the Jones Act compliant vessels to the project site. Figure IV-1 is a conceptual view used to illustrate the project site.

Figure IV-1: Offshore Wind Operations and Maintenance (O&M) Wind Port Artist Rendering

This staging port will be able to

- support movement of the offshore wind components (including turbine blades and foundations),
- provide large landing/storage areas,
- provide electricity to supply the nacelle components while awaiting deployment,
- provide adequate draft for the vessels to access the site, and
- establish a wind port with no air draft restrictions between the site and the open ocean so that the port can transport the wind turbine towers upright on the vessel from load-out to the offshore turbine position.

b) Environmental and emissions mitigation measures.

With the introduction of clean wind energy for Bridgeport, CT brings the immeasurable health benefits to low-income and communities of color across the entire state. These constituencies carry a disproportionate share of exposure to harmful and toxic power plant emissions, including lead,

mercury, arsenic, soot and smog. Polluted air, water and soil can lead to adverse health conditions that can linger in communities for decades.

The City of Bridgeport has been designated by the U.S. Environmental Protection agency as Showcase Community and an Environmental Justice Area of Concern, is home to low-income and communities of color who suffer from disproportionate environmental health burdens from historically polluting operations.

By supporting the OSW industry, we will be one step closer to righting this environment injustice. This grant helps remove the reliance on fossil fuels by making sure our transportation system opens the doors to OSW.

2. Supporting Economic Vitality at the National and Regional Level

The Operations and Maintenance (O&M) Wind Port project will significantly increase the competitiveness of Port of Bridgeport offshore wind industry. As noted below, this increase in competitiveness will be accompanied by significant local job growth. A joint report from the Global Wind Organization (GWO) /Global Wind Energy Council (GWEC) projects that nationwide, from 2021-2025 there will be 9,100 construction jobs and 25,300 people in the US needing training. However, as the industry develops, the number of available jobs will grow as well[7]. Please see section IV.3 of this narrative for a summary of Operations and Maintenance (O&M) Wind Port project is a part of Connecticut's offshore wind readiness plan.

Additionally, A 2021 study performed by McAllister Marine Engineering on behalf of Chamber of Commerce of Eastern Connecticut[8] indicated following findings for Bridgeport's upcoming offshore industry growth and its economic impact associated to new job .

> "*To create projections of the workforce requirements and jobs created, we modeled several scenarios using NREL's Jobs and Economic Development Impacts (JEDI)[9] model. These models simulated various inputs and assumptions for the deployment of several projects including those of a similar scale to the Park City Wind project, the Revolution Wind Project, and a future project to develop the remaining 800 MW that the State has committed to under executed energy solicitations. While these projects were modeled to mimic the scale and impact of the two projects being deployed from the State, they should not be considered exact models of each project as the JEDI system is set up with some standardized assumptions and cost factors that do not consider specifics associated with each project. Based on the input provided, the JEDI model outputs information regarding the number of full-time equivalents (FTEs) jobs created, earnings associated with those jobs, economic output, and value added to the economy from direct employment, the supply chain (indirect jobs), and the induced benefits. The models were run based on three different local content percentages, a higher end projection, the default projection, and a lower end projection.*
>
> *The scenario modeled was an 800 MW project deployed out of Bridgeport using 12 MW WTGs. The results of the JEDI modeling suggested between 250 and 480 direct jobs or FTEs associated with the installation activities of the project, between 5,150 and 5,180 supply chain FTEs, and between 1,880 and 1,890 induced FTEs. In terms of economic impact, the project would create between $669 million and $690 million in earnings, between $1,639 million and $1,677 million in output, and between $877 million and $916 million in value added."*

[7] Global Wind Workforce Outlook 2021-2025, June 2021 – Global Wind Organization and Global Wind Energy Council
[8] https://chamberect.com/wp-content/uploads/2021/12/CT-OSW-Strategic-Study-Final-12.22.21_reduced1.pdf
[9] Jobs and Economic Development Impact (JEDI) Models | NREL

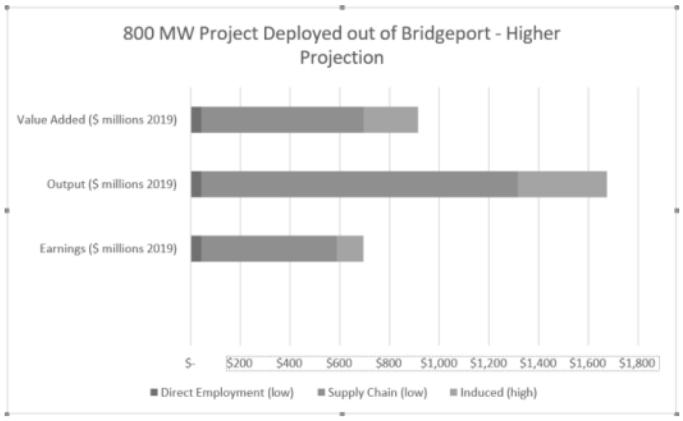


Figure IV-1. Economic Impact 800 MW Project Deployed out of Bridgeport

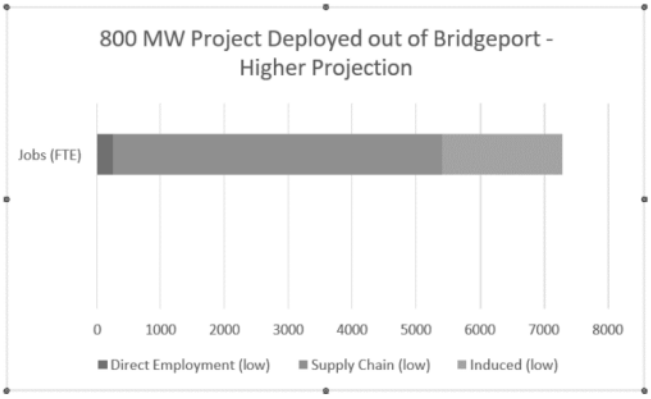


Figure IV-2. Jobs Projection 800 MW Project Deployed out of Bridgeport

3. Addressing Climate Change and Environmental Justice Impacts

Society is at a critical juncture: we must choose to invest in renewable energy sources to power our future or continue to suffer the consequences of extreme weather brought on by global climate change seriously impacting lives and property. This was brought home over the past few years as we witnessed increasingly dangerous and erratic weather, fueled by a changing climate, causing major disasters in this country and across the globe.

Offshore wind expansion in the United States is not the only mitigation for climate change, but it is certainly an important component in our efforts to decarbonize our energy production – this means reducing CO2 by replacing coal, oil and natural gas-fired power generation and replacing them with renewable energy sources including on- and offshore wind, solar and hydroelectric sources of energy. We applaud Governor Lamont and his team for recognizing how critically important it is for Connecticut to transition to renewable energy sources.

This new-to-the U.S. industry is set for exponential clean energy and related economic growth in the coming decades. With the potential for 30 GW of offshore wind-derived power by 2030, and 110 GW by 2050, states along the East Coast, including Connecticut's neighbors, are vying for the opportunity to lead the nation's offshore wind activities efforts. This region, and Connecticut specifically, is positioned to be a leader in offshore wind development and to serve as a primary hub for Offshore Wind activities at all stages in the developing U.S. offshore wind marketplace.

The offshore wind industry represents a once-in-a- generation opportunity for the country and the world to actively pursue clean and renewable sources of energy which will enable rapid decarbonization to combat the effects of global climate change. Offshore wind expansion in the United States is not the only mitigation for climate change, but it is certainly an important component in our efforts to decarbonize our energy production – this means reducing CO2 by replacing coal, oil and natural gas-fired power generation and replacing them with renewable energy sources including on- and offshore wind, solar and hydroelectric sources of energy.

To date, Connecticut has been heavily involved in the initial startup of the industry in the U.S. with two early awarded offshore wind projects. However, to remain relevant and active as the industry grows and matures, the State needs to develop and grow an effective strategy to attract the industry - through our existing talented and experienced workforce, supply chain opportunities, and our deep-water port facilities that have no overhead restrictions – all critical infrastructure metrics for the industry. Connecticut must be ready to support the local manufacturing of components for first-mover offshore wind projects and the marshalling of projects from port facilities located near the offshore wind farms.

Operations and Maintenance (O&M) Wind Port project is a part of Connecticut's offshore wind readiness plan.

4. Advancing Equity and Opportunity for All

The State of Connecticut has a highly skilled and diverse workforce, from high-technology services associated with the aerospace industry including specialized manufacturing capabilities, to its rich history of working in the maritime environment, most notably with the submarine base and EB facility located in Groton, as well as its talented engineering workforce, with several nationally recognized universities. These diverse skill sets position the State to be well-suited to meet the varied needs of the OSW industry, from the planning and design phase, through to construction and implementation, and throughout its life cycle into the O&M phase.

Large-scale OSW projects generate a diverse set of sustainable jobs and provide socio-economic benefits. A joint report from the Global Wind Organization (GWO) /Global Wind Energy Council (GWEC) projects that nationwide, from 2021-2025 there will be 9,100 construction jobs and 25,300 people in the US needing training[10]. However, as the industry develops, the number of available jobs will grow as well. Massachusetts projects between 2,300 and 3,100 construction jobs years, and between 140 and 256 annual jobs associated with O&M[11], all of this based on 1.6 GW of offshore wind-derived energy. Nationally, the DOE projects between 170,000 and 181,000 jobs created by OSW by 2050.

There are three main job types that will result for the development of the offshore wind industry:

1. *Direct jobs* are those created to directly support the OSW marketplace, such as service technicians, vessel crews, etc.
2. *Indirect jobs* are those created as a result of the OSW marketplace spending on goods and services including manufacturing; and,
3. *Induced jobs* are created by the spending of the OSW employees within the region

[10] Global Wind Workforce Outlook 2021-2025, June 2021 – Global Wind Organization and Global Wind Energy Council
[11] Massachusetts Clean Energy Center, 2018 Massachusetts Offshore Wind Workforce Assessment

such as restaurants, grocery stores, etc.

These job projections are direct employment from the OSW farms themselves and do not include the indirect and induced job benefits. Onshore Wind, for instance, supported 17,400 manufacturing jobs in 43 states in 2013[12].

A 2009 study performed by FXM Associates[13] for a development project in New Bedford (which was constructed in 2015) indicated that the 30-acre purpose-built port project was estimated to expand business output in the City by more than $44 million, provide nearly 400 person years of employment, and $19.2 million of additional household income in the County over its estimated two-year construction period. Statewide effects of this construction were estimated to include an expansion of business output by nearly $66 million, person years of employment by over 500, and household income by more than $26 million. These economic impacts include the total direct, indirect, and induced effects across all industries in the state. Similarly, the proposed improvements that are on-going at the State Pier in New London will create an estimated 460 direct jobs and 395 indirect & induced jobs created during the pier infrastructure improvements, and an anticipated 400+ high-skilled long-term employment to serve the wind turbine generator operations after construction[14].

Connecticut workers must have the proper training and certifications required to participate in this emerging industry and benefit from the associated economic development. Each of the different types of jobs has specific education, skills and HSE credentials/training required to perform those services. The State has existing programs and plans that reach the capacity to provide the technical and HSE training that workers will need.

The emerging OSW sector is poised to create thousands of job opportunities across a wide range of sectors, and we are confident that our proud maritime heritage, robust innovation sector, and skilled workforce will help lead Connecticut towards a brighter clean energy future.

Existing Workforce Programs within Connecticut

The State has several existing and effective programs that it uses to develop its workforce, not all of which are specific to OSW-specific jobs, but programs that could be effective at developing and expanding the supply chain.

The 2020 Governor's Workforce Council Strategic Plan[15] identified that in the manufacturing sector along, prior to the pandemic, the demand for manufacturing workers exceeded the supply by 3,000 jobs per year. There are several programs and initiatives in place to address this gap in available trained workers.

A model program administered by the Eastern Connecticut Workforce Investment Board is the Manufacturing Pipeline Initiative. This seven to ten-week training program has trained thousands of people and is a model being exported to other parts of the state and the nation. Another exemplary program is the Workforce Development Program Administered by the Aerospace Components

[12] Wind Vision; A new era for Wind Power in the United States – US Department of the Energy
[13] "Economic Effects of Offshore Wind Energy and Related Construction and Operating Expenditures" Prepared by FXM ASSOCIATES, December 2009
[14] Terminal Development | Gateway New London | New London State Pier (gatewayt.com)
[15] https://portal.ct.gov/-/media/Office-of-the-Governor/News/20201028-Governors-Workforce-Council-Strategic- Plan.pdf

Manufacturers Association. This is a 10-month course that teaches subjects from applied shop math through the machine operator process, quality controls and safety and supervisory requirements.

At the Community College level, the nine campuses of the Connecticut State Community Colleges offer a 24-week advanced manufacturing course. As part of those local programs, there is also the Center for Next Generation Manufacturing which is led by the Connecticut College of Technology. This program is a great tool to create partnerships with industry and the educational communities.

OSW Job Types and Projections

Before we can delve into the education and training requirements, it's important to understand the types of jobs created by and serving OSW projects.

Direct Jobs from offshore wind farm development projects fall under the three following main categories: Development Team, Construction Team, and the Operations and Maintenance Team.

The Development Team would include:

- Geophysicists and Marine Surveyors
- Marine Biologists
- Civil, Geotechnical and Electrical Engineers
- Permitting Specialists
- Legal advisors
- Public Relations and Marketing Firms
- Port Facility Operators and Managers The Construction Team would include:
- Engineers
- Construction Supervisors and Foremen
- Equipment Rental and Maintenance suppliers
- Water Transportation (Tugs, Barges, etc.)
- Trade Workers
    - Longshoremen/Stevedores
    - Iron and Steelworkers and Pile Drivers
    - Millwrights
    - Electricians
    - Machine Operators
    - Plumbers and Pipefitters
    - Laborers
    - Elevator Constructors
    - Commercial Divers
- Health and Safety Professionals

The Operations and Maintenance Team would include:

- Wind Farm Technicians
- OSW Site Managers
- OSW Team Engineers
- Water Transportation

SECTION V: PROJECT READINESS

1. Technical Capacity

The Bridgeport Port Authority (BPA) has the necessary experience and capabilities to lead this project. BPA has a strong history of managing state and federal level funds for projects such as:

- Federal funding for a Ferry Terminal and Maritime Complex Security
- Rebuild of the Dock and Terminal for the Bridgeport-Port Jefferson ferry
- Land acquisition and redevelopment

Additionally, we have an agreement in place with the Connecticut Department of Transportation (CDOT) and the Connecticut Metropolitan Council of Governments (MetroCOG) to provide assistance as needed for any financial administration matters of the grant. These organizations have also supported this grant application with letters of support.

BPA has full statutory authority to carry out this project. BPA has established all rights and agreements to carry out the project at the proposed location. Please reference Appendix 4: MOA for Joint Application.

a) Project Schedule

The following is an anticipated project schedule if the project were to start in September of 2022.

Task	Start	Finish
Engineering Selection	September 2022	October 2022
Site Data Collection		
(Site Survey, Hydrographic Survey, Borings)	November 2022	December 2022
Concept Development	January 2023	April 2023
State & Federal Permitting	May 2023	October 2025
Design	January 2025	November 2025
Local Permitting	December 2025	March 2026
Contractor Selection	April 2026	July 2026
Bulkhead Construction	October 2026	April 2027
Dredging	November 2027	January 2028
Crane Slab Construction	October 2026	April 2027

Figure V-1. Estimated Schedule

2. Environmental Risk

Environmental permits and reviews

Established statutes, policies, and guidelines that regulate construction and use (activities) fall under the jurisdiction of federal, state, and local agencies. In many cases, as in this case, jurisdictions overlap. These agencies include the following:

- U.S. Army Corps of Engineers (USACE)
- National Environmental Policy Act (NEPA) Review
- Connecticut Department of Energy and Environmental Protection (CT-DEEP)
- City of Bridgeport

Additionally, each agency may have multiple internal departments that will provide some level of review to an application (such as the Shellfish Commission, Harbor Management Commission, Conservation & Inland Wetlands Commission, Harbor Master, etc.). Agencies will also seek out review and input from other agencies depending on the level of review that an application may be subject to. For example, the US Army Corps of Engineers may include in their review process some level of review by the US Fish and Wildlife Service, or the Federal Environmental Protection Agency. Therefore, navigating through this process can be time consuming and not always predictable.

United States Army Corps of Engineers – New England District (USACE)

In Connecticut, USACE issues two types of permits to authorize activities in waters of the United States: Individual Permits or General Permits. The USACE derives its regulatory authority for

issuance of these permits under the following laws which define their responsibilities for coastal activities.

Section 10 of the Rivers and Harbors Act of 1899: authorizes the USACE to regulate certain structures or work in or affecting navigable waters of the United States. Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide shoreward to the mean high water elevation and/or are presently used, or have been used in the past or may be susceptible to use to transport interstate or foreign commerce. The waters are considered navigable and are subject to Section 10 of the Rivers and Harbors Act. The Section 10 regulations are applicable from offshore up to the Mean High Water Line.

Section 401 of the Clean Water Act (33 U.S.C. 1344): authorizes the USACE to regulate the discharge of dredged or fill material into waters of the United States. Section 401 is administered through the issuance of a Water Quality Certification. While this is a Federal Law, in Connecticut, the Water Quality Certificate is issued by the State. The Water Quality Certificate must be obtained from the State before other Federal permits are valid.

Section 404 of the Clean Water Act (33 U.S.C. 1344): Authorizes the USACE to regulate the placement of any fill or dredged material, or any excavation in waters of the United States, including wetlands. Any fill or dredging at the site waterfront would be subject to Section 404. The Section 404 regulations are applicable from offshore up to the High Tide Line.

The USACE also coordinates compliance with related federal laws including the National Environmental Policy Act, the Fish and Wildlife Coordination Act, the Endangered Species Act, National Flood Insurance Act of 1968 (as amended), Executive Order 11988 on Flood Management, and the Magnuson-Stevens Fishery Conservation and Management Act as amended by the Sustainable Fisheries Act of 1996. Issuance of the previously described Section 10 and Section 404 permits are used as the vehicles to ensure compliance with these other laws.

In Connecticut, the USACE implements the above regulations through a General Permit or Individual Permit process. The proposed improvements will fall within the jurisdiction of the USACE New England District which is the High Tide Line (HTL). The HTL is equivalent to the 1-year frequency tidal flood that has an elevation for this area of +8.54’.

Due to the proposed improvements it is anticipated that this project would require an Individual Permit from the USACE. This requires the filing of the ENG Form 4345 Application for a Department of the Army Permit. In regards to review of the Individual Permit, a public notice is typically issued within 15 days of receiving all the required information. The public comment period is a 30-day timeframe. Following the public comment period, the Applicant can provide responses to any comments to the USACE. The USACE will complete its final review and make a decision. The average review time for these applications can be up to 6 month excluding public hearings. If public hearings are held the review period could be over 1 year.

National Environmental Policy Act (NEPA) Review

The Port will initiate a NEPA review with MARAD upon grant award.

Connecticut Department of Energy and Environmental Protection (CT-DEEP)

The proposed improvements will fall within the jurisdiction of the CT Department of Energy and Environmental Protection ("CT DEEP") because they are located waterward of the CT Coastal Jurisdiction Line (CJL). The CJL at this site is El. +8.84 ft MLLW Datum. Any structure or construction activity waterward of the CJL is within the CT DEEP jurisdiction and requires authorization from them.

The proposed improvements will require authorization through the Structures, Dredging, & Fill Permit Application ("Full Permit") process due the installation of a new structures. The Full Permit process requires supporting information for the project including project summaries, alternative analysis, recent site survey, permit drawings for the proposed work, sediment sampling plans, suitability determination and acceptance from various agencies via the consultation form process.
Due to the anticipated dredging, the first step in the permitting process would be to submit a Sediment Sampling Request to CT-DEEP and USACE. This will identify how many sediment samples will need to be collected for testing as well as the testing requirement. The plan will need to be approved by the CT-DEEP but will be issued from the USACE. Once received, the sediment sampling and testing for the dredge material can be completed. The test results are then forwarded to the USACE and CT-DEEP for review. Pending their review a Suitability Determination is issued. This entire process takes approximately 12 to 16 month to complete.

In addition to the Suitability Determination, coordination with the following agencies are required through the Consultation Form process. This process allows the additional agencies a change to review the proposed work and provide comment. The agencies anticipated to be part of this process would be;

- United State Army Corps of Engineers New England District,
- Harbor Management Commission, and
- Department of Agriculture/Bureau of Aquaculture

Following receipt of receiving the signed forms back from the above agencies, the permit submittal process can begin. A public notice needs to be issued in the local paper and a notification to the adjacent property Owners needs to be sent out. Once the proof of publication is received, the Application can be submitted to the State for their review. It is important to note that under the full permit process there is no time frame for review. This process also allows public comment on the project and if the State receives a petition signed by at least 25 people, a public hearing shall be held to approve or deny the application. Excluding the consideration of a public hearing, on average we have seen permit applications approved within 1 to 2 years of the application submittal date.

City of Bridgeport

The City of Bridgeport will assume regulatory responsibility for projects proposed in the coastal area under the Coastal Site Plan Review as authorized under the CT Coastal Area Management (CAM) Act and detailed in the local Zoning Regulations.

The Coastal Site Plan Review by the Planning and Zoning Commission is performed under the authorization and per the requirements of Sections 105 through 22a-109 of the CAM Act and applicable sections of the local Zoning Regulations. The proposed improvements will require review from the City of Bridgeport Planning and Zoning Commission. This will require the submittal of a

Coastal Site Plan Review Application with backup information. The project would need to be heard by the Planning and Zoning Commission. Pending any comments multiple meetings may be held before a decision is rendered. Pending approval, the project is able to be submitted for a building permit.

The permitting process can exceed 12-weeks pending comments from the public.

3. Risk Mitigation

At this point in the Project, there are a few basic risks, but each have and can be addressed. One is achieving NEPA, site plan and federal permit approvals in a timely fashion. An assessment of risks that may pose a threat to the project's meeting of its objectives and schedule is presented in Figure V-3 below, along with proposed mitigation actions.

Risk	Description	Impact / Probability	Mitigation Strategies
Increased Construction or Commodity Costs	The Port, the State, and private partners have limited resources to address further cost escalation	High/Moderate	Adequate contingency & strict project management
Permitting	All state and local permits	High/Low	Continued outreach to all federal agencies
NEPA Delays	Additional unidentified NEPA requirements could affect aggressive schedule	High/Moderate	Port of Bridgeport will undertake any additional studies required, and adjust Project schedule accordingly

Figure V-3. Project Risks and Mitigation Strategies

SECTION VI: DOMESTIC PREFERENCE

The Port of Bridgeport Operations and Maintenance (O&M) Wind Port project will utilize materials and manufactured products that are produced or manufactured domestically, in compliance with the Buy American Act. The Port of Bridgeport and its construction partners and suppliers are proficient in the implementation of Buy American requirements.

Construction activities associated with this project will be bid and contracted for by Port of Bridgeport following governmental procurement methods. Similar projects that Port of Bridgeport has completed in the past have used U.S.-based design and construction firms, given the nature of the work and types of firms specializing in these activities. All materials to be purchased for this project can and will be produced domestically. No exceptions or waivers of Buy American provisions are anticipated for this project.

SECTION VII: DETERMINATIONS

Project Determination	Guidance
1. The project improves the safety, efficiency,or reliability of the movement of goods through a port or intermodal connection to the port.	The Operations and Maintenance (O&M) Wind Port project will fulfill Port of Bridgeport's readiness to support the development of a sustainable offshore wind industry in the Northeastern U.S., help reduce the regions carbon footprint, and help the Port of Bridgeport to grow. The project will provide a variety of long-term benefits that align with the Merit Criteria established by USDOT for the Port Infrastructure Development Program. Utilizing the O&M Wind Port, as a staging port for logistical purposes to hold the wind energy project components, prepare them for installation offshore, and allow for easy transport by the Jones Act compliant vessels to the project site. This staging port will be able to • support movement of the offshore wind components (including turbine blades and foundations), • provide large landing/storage areas, • provide electricity to supply the nacelle components while awaiting deployment, • provide adequate draft for the vessels to access the site, and • establish a wind port with no air draft restrictions between the site and the open ocean so that the port can transport the wind turbine towers upright on the vessel from load-out to the offshore turbine position.
2. The project is cost effective.	The cost of the proposed project at the Port of Bridgeport classifies this project as a small project at a small port per the NOFO. This determination is not applicable to small projects at small ports.
3. The eligible applicant has the authority to carry out the project.	BPA has the authority and jurisdiction under CGS § 7-329a et seq., which deals specifically with port authorities, to develop and redevelop properties within the boundaries of the Port of Bridgeport.
4. The eligible applicant has sufficient funding available to meet the matching requirements.	The total cost of the Port of Bridgeport Operations and Maintenance (O&M) Wind Port Project is estimated at $17.5 million (Figure III-1) The non-federal match will come from the Bridgeport Boatworks.

	A Letter of Funding Commitment is provided as a cover letter to this grant application.
5. The project will be completed without unreasonable delay.	As the detailed schedule shows in Figure V-1, the Port of Bridgeport Operations and Maintenance (O&M) Wind Port project has a rigid schedule. Planning and design phases are on track, and local, state and federal regulatory approvals are in process. Site preparation (surveys) is scheduled to November 2022.
6. The project cannot be easily and efficiently completed without federal funding or financial assistance available to the project sponsor.	If federal grant funds are not awarded, the Project and the Port would face significantly increased schedule, safety, and budget risks. **PIDP funding is essential to ensure the Project can meet its budget, schedule and oversight needs.**

Organization of the Narrative and Attachments

The organization of this document follows the recommended outline in the Notice of Funding Opportunity dated February 23, 2022. The three (3) attachments include the following required and optional supporting documentation:

- Appendix 1: Letters of Support
- Appendix 2: Detail Cost and Schedule
- Appendix 3: Letter of Funding Commitment
- Appendix 4: MOA for joint application

City of Bridgeport
OFFICE OF PLANNING & ECONOMIC DEVELOPMENT
Margaret E. Morton Government Center
999 Broad Street, Bridgeport, Connecticut 06604

JOSEPH P. GANIM
Mayor

THOMAS F. GILL
Director

WILLIAM J. COLEMAN
Deputy Director

May 16, 2022

Lucinda Lessley
Acting Administrator
Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Support for Bridgeport Port Authority Application for FY2022 Port Infrastructure Development Program Grant

Dear Administrator Lessley,

I am writing in support of the Bridgeport Port Authority application for a FY2022 Port Infrastructure Development Program Grant to support development of Bridgeport's offshore wind hub facility. I am forwarding this letter on behalf of the Office of Planning and Economic Development within which jurisdiction of the proposed project exists.

The project comes at a critical time to help develop a hub for port services to support development of the U.S. East Coast offshore wind industry. It includes ground improvements and construction of a seawall and service dock to facilitate component transfers to offshore wind vessels, and related services. This resilient infrastructure will ensure Bridgeport's opportunities to support the supply chain of an emerging new U.S. market.

This project will help to continue the meaningful Bridgeport Harbor redevelopment efforts that have occurred over the recent years, building upon what has already been accomplished. It will enable a continuation of water dependent usage of this parcel that lies within one of the few deep-water ports along the eastern seaboard.

Thank you for considering our views. We hope you will agree this project represents a key opportunity and is worthy of the U.S. Maritime Administration's assistance.

Sincerely,

Thomas F. Gill

May 16, 2022

Lucinda Lessley
Acting Administrator
Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Support for Bridgeport Port Authority Application for FY2022 Port Infrastructure Development Program Grant

Dear Administrator Lessley,

I am writing in support of the Bridgeport Port Authority application for a FY2022 Port Infrastructure Development Program Grant to support development of Bridgeport's waterfront infrastructure to service the Offshore Wind Industry.

Avangrid Renewables, a subsidiary of Avangrid, is the owner of 4.9 gigawatts of offshore wind leases in the United States. This portfolio includes Park City Wind, an 804 MW offshore wind farm that will deliver energy to electricity customers in Connecticut.

As you are well aware, investment in shoreside infrastructure is critical to the construction and support of the burgeoning offshore wind industry in the United States, and activating facilities like those in Bridgeport is crucial to the long term success of the Administration in its goals of providing clean renewable power while providing positive economic impact and employment at the local level.

The United States requires substantial investments in ports and supply chain to achieve the Administration's goal of 30 GW of offshore wind by 2030. Enhancing port opportunities at Bridgeport will benefit Avangrid Renewables and the entire offshore industry by furthering the infrastructure required to support the deployment of U.S. Offshore Wind.

Thank you for considering our views. We hope you will agree this project represents a key opportunity and is worthy of the U.S. Maritime Administration's assistance.

Sincerely,

William H. White
President and CEO Offshore
Avangrid Renewables

CITY OF BRIDGEPORT
HARBOR COMMISSION
1 Ferry Access Road
Bridgeport, Connecticut 06604-4023
Telephone 203-576-8288

JOSEPH P. GANIM
Mayor

PETER J. HOLECZ
Chairman

RYAN J.CONRAD
Harbormaster

EDWARD MC CANN
Deputy Harbormaster

Commissioners:
MICHAEL E. ANDRE
RICH GREENWOOD
DENIS HABZA

Lucinda Lessley
Acting Administrator
Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590
4 May, 2021

RE: Support for Bridgeport Port Authority Application for FY2022 Port Infrastructure Development Program Grant

Dear Administrator Lessley,

I am writing in support of the Bridgeport Port Authority application for a FY2022 Port Infrastructure Development Program Grant to support development of Bridgeport's offshore wind hub facility. I am forwarding this letter on behalf of the Bridgeport Harbor Commission within which jurisdiction of the proposed project exists.

The project comes at a critical time to help develop a hub for port services to support development of the U.S. East Coast offshore wind industry. It includes ground improvements and construction of a seawall and service dock to facilitate component transfers to offshore wind vessels, and related services. This resilient infrastructure will ensure Bridgeport's opportunities to support the supply chain of an emerging new U.S. market.

This project will help to continue the meaningful Bridgeport Harbor redevelopment efforts that have occurred over the recent years, building upon what has already been accomplished. It will enable a continuation of water dependent usage of this parcel that lies within one of the few deep-water ports along the eastern seaboard.

Thank you for considering our views. We hope you will agree this project represents a key opportunity and is worthy of the U.S. Maritime Administration's assistance.

Sincerely,

Peter J. Holecz – Chairman
Bridgeport Harbor Commission
474 Courtland Ave.
Bridgeport, Ct. 06605

BRIDGEPORT REGIONAL BUSINESS COUNCIL
BRIDGEPORT | STRATFORD | TRUMBULL CHAMBERS OF COMMERCE

Together we are the **BRBC!**

May 16, 2022

Lucinda Lessley
Acting Administrator
Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Support for Bridgeport Port Authority Application for FY 2022 Port Infrastructure Development Program Grant

Dear Administrator Lessley,

I am writing in support of the Bridgeport Port Authority application for a FY2022 Port Infrastructure Development Program Grant to support development of Bridgeport's offshore wind hub facility. The mission of the Bridgeport Regional Business Council (BRBC) is to increase the economic opportunities for the people of the Bridgeport Region by acting to create an environment for business expansion, retention, and recruitment that will result in jobs and tax base growth in an environmentally sustainable manner.

The project comes at a critical time to help develop a hub for port services to support development of the U.S. East Coast offshore wind industry. It includes ground improvements and construction of a seawall and service dock to facilitate component transfers to offshore wind vessels, and related services. This resilient infrastructure will ensure Bridgeport's opportunities to support the supply chain of an emerging new U.S. market.

This offshore wind hub will improve our environment while creating jobs for our community. They also provide a domestic energy source and will fight against the growing concerns of climate change in the region. This offshore wind facility will provide renewable energy, providing sustainable energy for our future.

Thank you for considering our views. We hope you will agree this project represents a key opportunity and is worthy of the U.S. Maritime Administration's assistance.

Sincerely,

Dan Onofrio
President and CEO

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

May 16, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The Connecticut Department of Transportation (CTDOT) is pleased to support the application submitted by the Bridgeport Port Authority under the Maritime Administration's FY 2022 Port Infrastructure Development Grant Program (PIDP) to support development of the ***Offshore Wind Port Project*** in Bridgeport, Connecticut.

The project comes at a critical time to help develop a hub for port services to support development of the United States East Coast offshore wind industry. It includes ground improvements and construction of a seawall and service dock to facilitate component transfers to offshore wind vessels, and related services. This resilient infrastructure will ensure Bridgeport's opportunities to support the supply chain of an emerging new U.S. market.

If awarded, the grant will create hundreds of jobs and millions in economic activity in a historically disadvantaged and underserved community.

CTDOT strongly encourages consideration of the ***Offshore Wind Port Project*** under the Maritime Administration's PIDP for Federal Fiscal Year 2022. Your agency's time and consideration of this proposal is greatly appreciated.

Sincerely,

Joseph J. Giulietti
Commissioner

METROCOG
Connecticut Metropolitan Council of Governments

May 16, 2022

Lucinda Lessley
Acting Administrator
Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Support for Bridgeport Port Authority Application for FY2022 Port Infrastructure Development Program Grant

Dear Administrator Lessley,

On behalf of the Connecticut Metropolitan Council of Governments (MetroCOG) I am writing in full support of the Bridgeport Port Authority's application for a FY2022 Port Infrastructure Development Program Grant to support development of *Bridgeport's Offshore Wind Port Project*. As the Council of Governments and Metropolitan Planning Organization for Connecticut's largest city - Bridgeport, as well as the Towns of Fairfield, Easton, Monroe, Stratford, and Trumbull, we continue to provide inter-agency cooperation between local governments, chambers of commerce, industry and business leaders, state and federal agencies, and residents to ensure coordinated regional initiatives, specifically related to transportation, economic development, and environmental protection.

The project comes at a critical time to help develop a hub for port services to support development of the U.S. East Coast offshore wind industry. It includes ground improvements and construction of a seawall and service dock to facilitate component transfers to offshore wind vessels, and related services. This resilient infrastructure will ensure Bridgeport's opportunities to support the supply chain of an emerging new U.S. market.

As the Regional Economic Development District for the Greater Bridgeport Region, MetroCOG recently completed a Comprehensive Economic Development Strategy (CEDS) which is a performance-based plan resulting from an ongoing economic development planning process, cultivated with broad based and diverse public and private sector participation. The CEDS brought together a variety of public and private sector stakeholders to develop a common economic vision focused on community needs and opportunities. *The Bridgeport Offshore Wind Port Project* promotes numerous goals and objectives of our CEDS including the redevelopment of one of our Region's priority parcels. More importantly, the project will increase employment opportunities in one of our targeted industry clusters, which will support the economic vitality of the City of Bridgeport, the Greater Bridgeport Region, and the State of Connecticut.

I respectfully request that the United States Maritime Administration consider the numerous benefits that this project will have for the City of Bridgeport and the Greater Bridgeport Region. We hope you will agree this project represents a key opportunity and is worthy of Port Infrastructure Development Program funding.

Should you have any questions or require any additional information please contact me at 203-366-5405 or mfulda@ctmetro.org.

Sincerely,

Matt Fulda
Executive Director

Hornblower Marine

May 16, 2022

Lucinda Lessley
Acting Administrator
Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Support for Bridgeport Port Authority Application for FY2022 Port Infrastructure Development Program Grant

Dear Administrator Lessley,

I am writing in support of the Bridgeport Port Authority application for a FY2022 Port Infrastructure Development Program Grant to support development of Bridgeport's offshore wind hub facility. Hornblower Marine is centrally located in Bridgeport, Connecticut with direct deep-water access to the Long Island Sound. As a full-service vessel repair facility, Hornblower Marine offers high skilled services in project management, engineering, marine service, welding fabrication, electrical, pipe fitting, joinery, outfitting, and painting. Hornblower Marine has been operating at it's Bridgeport Facility for over a year offering these services to a growing internal fleet of over 150 vessels on the east coast, as well as for external clients.

The project comes at a critical time to help develop a hub for port services to support development of the U.S. East Coast offshore wind industry. It includes ground improvements and construction of a seawall and service dock to facilitate component transfers to offshore wind vessels, and related services. This resilient infrastructure will ensure that Bridgeport is positioned for opportunities to support the supply chain of an emerging new U.S. market.

We view this project as an amazing opportunity for our organization, as there is a developing need for ample offshore wind marine support services. This opportunity would allow Hornblower Marine's team to expand and continue to bring more skilled jobs to the local Bridgeport area. As a leading vessel repair facility in the Northeast, our team would be involved in the construction and repair of crew transfer vessels (CTV), service operations vessels (SOV) repairs, and other support services, to meet market demand.

Presently the shipyard is limited in its ability to service larger vessels dockside because of constraints of existing travel lift hauling equipment. Vessels which exceed 52' in beam (width) and or 700 metric tons in weight cannot be hauled at our facility with existing equipment. However, these larger vessels could be serviced in the water with a more robust seawall and service dock to support them. The proposed infrastructure would allow Hornblower to expand the capacity of number of vessels which could be serviced in Bridgeport, including many of our own, which are impractical to effectively service today.

Thank you for considering our proposal. We hope you will agree this project represents a unique opportunity and is worthy of the U.S. Maritime Administration's assistance.

Sincerely,

Timothy O'Brien
SVP, Ferries and Transportation
Hornblower Group

EAST END NEIGHBORHOOD REVITALIZATION AND ZONE

1290 STRATFORD AVENUE
BRIDGEPORT, CONNECTICUT 06607

May 6, 2022

Lucinda Lessley

Acting Administrator
Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Support for Bridgeport Port Authority Application for FY2022 Port Infrastructure Development Program Grant

Dear Administrator Lessley,

I am writing in support of the Bridgeport Port Authority application for a Fy2022 Port Infrastructure Development Program Grant to support development of Bridgeport's offshore wind hub facility. On behalf of the Bridgeport East End Neighborhood Revitalization Zone (NRZ), we wish to submit our support for the Port Infrastructure application. The objective of the NRZ is to revitalize neighborhoods through the collaborative involvement of residents, businesses, and government to determine the vision and priorities of the individual neighborhoods. We see this application as a continuation of the collaborative relationship presently enjoyed with businesses within the harbor that continue to grow and create job opportunities of members of our community.

The project comes at a critical time to help develop a hub for port services to support development of the U. S. East Coast offshore wind industry. It includes ground improvements and construction of a seawall and service dock to facilitate component transfers to offshore wind vessels, and related services. This resilient infrastructure will ensure Bridgeport's opportunities to support the supply chain of and emerging new U. S. market.

This application will benefit our organization directly, 100 new jobs have already been created within the harbor in the past 2 years because of businesses creation within our community. These jobs are filled with member of the 'Bridgeport community now. Ongoing training and work force education is something critical to our citizens now and in the future. We foresee another 100+ jobs created because of ongoing port infrastructure investment.

EAST END NEIGHBORHOOD REVITALIZATION AND ZONE
1290 STRATFORD AVENUE
BRIDGEPORT, CONNECTICUT 06607

Thank you for considering our views. We hope you will agree this project represents a key opportunity and is worthy of the U. Maritime Administration's assistance.

Sincerely,

Keith Williams
East End NRZ President

Port One Concepts

Port One
731 Seaview Avenue
Bridgeport, CT

Prepared for:

Bridgeport Port Authority

May 13, 2021

Prepared By:

RACE
COASTAL ENGINEERING

611 Access Road
Stratford, CT 06615
Tel 203-377-0663
Fax 203-375-6561
www.racecoastal.com

Project No. 2022045

Table of Contents

1. Introduction

RACE was tasked with preparing a concept plan for the proposed waterfront improvements at 731 Seaview Avenue in Bridgeport Connecticut. These improvements, in coordination with the Client, included a bulkhead along the shoreline, docks along the Yellow Mill River, and dredging. RACE, as provided in Appendix A, has prepare plans depicting the existing and proposed site conditions and sections. RACE also completed dredge volume computations using publicly available data provided by the US Army Corps of Engineers – New England District.

In addition, RACE compiled available site historic permits and provided a summary of anticipated regulatory permits that would be required to complete the proposed improvements. Following is information in regards to the anticipated site improvements, the regulatory process that is anticipated in order to construct the proposed improvements and a anticipated schedule for the project.

2. Site Permits

The site has had a number of permits issued from various agencies over the years. Based on our historic permit research we found that the site has had the following activities issued.

Table 1: Available Historic Site Permits

Permit Number	Date Approved	Description
Flood Control & Water Policy Commission	9/6/1945	120' by 845' craneway along southern shoreline
SD-79-175	10/12/1979	Install 1350' of rip rap along the eastern bank of the Yellow Mill Channel (YMC)
SD-J-80-228	4/7/1981	Rip rap protection along southern shoreline
200103467-MG	2/15/2002	Remove existing timber pier, dredge to -18.0' along YMC, retain 570 LF of steel bulkhead, install 917 LF of floating docks
COP-2002-081-MG	4/1/2002	Install 120 LF L-shaped dock, 12" steel anchor piles, ramp, and concrete pad
COP-2002-134-MG	11/12/2002	Dredge to -18' along YMC & Bridgeport Harbor, on-site upland disposal, increase travel lift from 45' to 65', install 20 LF of steel bulkhead along BH
COP-2002-143-MG	10/22/2002	Reconfigure L-shaped dock
200800507-SJ	2/26/2009	Install 396 LF of bulkhead, retain ex. 18" storm outfall, install new 18" outfall with tide gate, dredge to -15.0' with on-site upland disposal and to -27.0' with disposal in Long Island Sound (LIS), moor 311' by 68' dry dock, install 34' by 110' barge with ramps, install 200' x 8' floating docks along ex. travel lift
200903086-SJ	9/29/2009	Reduce -15.0' dredge area, increase -27.0' dredge area, dispose in LIS, create temp. ramp for dry dock, moor 311' x 95' dry dock

201411651-SJ	2/23/2015	Retain revetment along Yellow Mill, remediate 9,300 SF, wetland mitigation, construct fishing pier, install boat launch ramp, install 12' wide by 500' long floating dock system along Yellow Mill
201710678-COP	12/27/2017	Construct middle rail for travel 75 & 200 MT travel lifts
202012393-SDF	4/8/2021	Construct two rails for 700-MT travel lift, install 12' wide floating docks along the southern shoreline, install 12' wide docks extending 237' along Yellow Mill from northern travel lift rail.

3. Project Overview

The first improvement would consist of installing approximately 1,900 linear feet of anchored bulkhead along the waterfront of which 1,150 linear feet would be installed along the shoreline of the property that abuts the Yellow Mill and the remaining 750 linear feet would be installed along the southern shoreline that abuts Bridgeport Harbor. The bulkhead installation would allow for dredging activites to take place from the Federal Channel up to the bulkhead. This would allow for large vessels to berth along side through all tide cycles. This area of berthing would be crucial in providing large deep draft vessels with an area to dock during all tides cycles, ease of shoreside maintenance, staging area for hauling or launching, and loading or unloading vessels with materials.

Dredging would be required in order to provide berthing along the bulkhead. Initial dredging is anticipated to expand upon the already existing authorized dredge footprints at the facility. As part of this project, is it anticipated to authorize additional dredge footprints of apprixmately 40,600 square feet along the Bridgeport Harbor Federal Channel and 41,400 square feet along the Yellow Mill River Federal Channel. It is anticipated that these areas would be dredged to a base dredge depth of -20’ Mean Lower Low Water (MLLW) and -18’ MLLW respectively. These two areas would require the removal of approximately 30,000 cubic yards of material.

Access into the facility is provided by the Bridgeport Harbor Federal Channel which has an authorized dredge depth of -35’ MLLW. Access along the western edge of the property is provided by the Yellow Mill Federal Channel which has an authorized dredge depth of -18’ MLLW. The approximate distances from the Federal Channels to the proposed bulkheads for berthing would be as follows;

Yellow Mill Channel:

- North limit – 183’
- Southern limit – 119’

Bridgeport Harbor:

- Western limit – 220’
- Eastern limit – 127’

Floating docks are anticipated to be installed along the Yellow Mill to assist with berthing of vessels. This run of dock would consist of a 10’ wide by 450’ long dock system anchored in place with piles. The docks would be accessed from the shoreline by two aluminum gangways.

In regards to upland improvements, it is anticipated that two 20' wide by 100' long crane pads would be installed, one along the landward edge of the bulkhead which extends along the Yellow Mill River and the other along the landward edge of the bulkhead which extends along Bridgeport Harbor. This would allow for heavy picks, movement of material to and from vessels, vessel storage, and as a relieving platform for the bulkhead. The platforms would be supported by foundation piles as necessary to support the crane loads. Additional upland improvements would also include an area for large mast and boat storage, retail/trade shops, as well as a 380' by 220' multi bay service shed.

Provided in Appendix B is the anticipated cost associated with the proposed improvements.

4. Permitting:

Established statutes, policies, and guidelines that regulate construction and use (activities) fall under the jurisdiction of federal, state, and local agencies. In many cases, as in this case, jurisdictions overlap. These agencies include the following:

- U.S. Army Corps of Engineers (USACE)
- State of Connecticut Department of Energy and Environmental Protection (DEEP)
- City of Bridgeport

Additionally, each agency may have multiple internal departments that will provide some level of review to an application (such as the Shellfish Commission, Harbor Management Commission, Conservation & Inland Wetlands Commission, Harbor Master, etc.). Agencies will also seek out review and input from other agencies depending on the level of review that an application may be subject to. For example, the US Army Corps of Engineers may include in their review process some level of review by the US Fish and Wildlife Service, or the Federal Environmental Protection Agency. Therefore, navigating through this process can be time consuming and not always predictable.

4.1. United States Army Corps of Engineers – New England District (USACE)

In Connecticut, USACE issues two types of permits to authorize activities in waters of the United States: Individual Permits or General Permits. The USACE derives its regulatory authority for issuance of these permits under the following laws which define their responsibilities for coastal activities.

Section 10 of the Rivers and Harbors Act of 1899: authorizes the USACE to regulate certain structures or work in or affecting navigable waters of the United States. Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide shoreward to the mean high water elevation and/or are presently used, or have been used in the past or may be susceptible to use to transport interstate or foreign commerce. The waters are considered navigable and are subject to Section 10 of the Rivers and Harbors Act. The Section 10 regulations are applicable from offshore up to the Mean High Water Line.

Section 401 of the Clean Water Act (33 U.S.C. 1344): authorizes the USACE to regulate the discharge of dredged or fill material into waters of the United States. Section 401 is administered through the issuance of a Water Quality Certification. While this is a Federal Law, in Connecticut, the Water Quality Certificate is issued by the State. The Water Quality Certificate must be obtained from the State before other Federal permits are valid.

Section 404 of the Clean Water Act (33 U.S.C. 1344): Authorizes the USACE to regulate the placement of any fill or dredged material, or any excavation in waters of the United States, including

wetlands. Any fill or dredging at the site waterfront would be subject to Section 404. The Section 404 regulations are applicable from offshore up to the High Tide Line.

The USACE also coordinates compliance with related federal laws including the National Environmental Policy Act, the Fish and Wildlife Coordination Act, the Endangered Species Act, National Flood Insurance Act of 1968 (as amended), Executive Order 11988 on Flood Management, and the Magnuson-Stevens Fishery Conservation and Management Act as amended by the Sustainable Fisheries Act of 1996. Issuance of the previously described Section 10 and Section 404 permits are used as the vehicles to ensure compliance with these other laws.

In Connecticut, the USACE implements the above regulations through a General Permit or Individual Permit process. The proposed improvements will fall within the jurisdiction of the USACE New England District which is the High Tide Line (HTL). The HTL is equivalent to the 1-year frequency tidal flood that has an elevation for this area of +8.54'.

Due to the proposed improvements it is anticipated that this project would require an Individual Permit from the USACE. This requires the filing of the ENG Form 4345 Application for a Department of the Army Permit. In regards to review of the Individual Permit, a public notice is typically issued within 15 days of receiving all the required information. The public comment period is a 30-day timeframe. Following the public comment period, the Applicant can provide responses to any comments to the USACE. The USACE will complete its final review and make a decision. The average review time for these applications can be up to 6 month excluding public hearings. If public hearings are held the review period could be over 1 year.

4.2. Connecticut Department of Energy and Environmental Protection (CT-DEEP)

The proposed improvements will fall within the jurisdiction of the CT Department of Energy and Environmental Protection ("CT DEEP") because they are located waterward of the CT Coastal Jurisdiction Line (CJL). The CJL at this site is El. +8.84 ft MLLW Datum. Any structure or construction activity waterward of the CJL is within the CT DEEP jurisdiction and requires authorization from them.

The proposed improvements will require authorization through the Structures, Dredging, & Fill Permit Application ("Full Permit") process due the installation of a new structures. The Full Permit process requires supporting information for the project including project summaries, alternative analysis, recent site survey, permit drawings for the proposed work, sediment sampling plans, suitability determination and acceptance from various agencies via the consultation form process.

Due to the anticipated dredging, the first step in the permitting process would be to submit a Sediment Sampling Request to CT-DEEP and USACE. This will identify how many sediment samples will need to be collected for testing as well as the testing requirement. The plan will need to be approved by the CT-DEEP but will be issued from the USACE. Once received, the sediment sampling and testing for the dredge material can be completed. The test results are then forwarded to the USACE and CT-DEEP for review. Pending their review a Suitability Determination is issued. This entire process takes approximately 12 to 16 month to complete.

In addition to the Suitability Determination, coordination with the following agencies are required through the Consultation Form process. This process allows the additional agencies a change to review the proposed work and provide comment. The agencies anticipated to be part of this process would be;

- United State Army Corps of Engineers New England District,
- Harbor Management Commission, and
- Department of Agriculture/Bureau of Aquaculture

Following receipt of receiving the signed forms back from the above agencies, the permit submittal process can begin. A public notice needs to be issued in the local paper and a notification to the adjacent property Owners needs to be sent out. Once the proof of publication is received, the Application can be submitted to the State for their review. It is important to note that under the full permit process there is no time frame for review. This process also allows public comment on the project and if the State receives a petition signed by at least 25 people, a public hearing shall be held to approve or deny the application. Excluding the consideration of a public hearing, on average we have seen permit applications approved within 1 to 2 years of the application submittal date.

4.3. City of Bridgeport

The City of Bridgeport will assume regulatory responsibility for projects proposed in the coastal area under the Coastal Site Plan Review as authorized under the CT Coastal Area Management (CAM) Act and detailed in the local Zoning Regulations.

The Coastal Site Plan Review by the Planning and Zoning Commission is performed under the authorization and per the requirements of Sections 105 through 22a-109 of the CAM Act and applicable sections of the local Zoning Regulations. The proposed improvements will require review from the City of Bridgeports Planning and Zoning Comission. This will require the submittal of a Coastal Site Plan Review Application with backup information. The project would need to be heard by the Planning and Zoning Commission. Pending any comments multiple meetings may be held before a decision is rendered. Pending approval the project is able to be submitted for a building permit.

The permitting process can exceed 12-weeks pending comments from the public.

5. Anticipated Project Schedule:

The following is an anticipated project schedule if the project were to start in September of 2022.

Table 2: Estimated Schedule

Task	Start	Finish
Engineering Selection	September 2022	October 2022
Site Data Collection *(Site Survey, Hydrographic Survey, Borings)*	November 2022	December 2022
Concept Development	January 2023	April 2023
State & Federal Permitting	May 2023	October 2025
Design	January 2025	November 2025
Local Permitting	December 2025	March 2026
Contractor Selection	April 2026	July 2026
Bulkhead Construction	October 2026	April 2027
Dredging	November 2027	January 2028
Crane Slab Construction	October 2026	April 2027
Floating Dock Construction	February 2028	June 2028

Appendix A

Project Concept Plans

Existing Site Plan

SCALE: 1" = 100'-0"

NOTES:

1. EXISTING CONTOURS TAKEN FROM USACE HYDROGRAPHIC SURVEY DATA (https://navigation.usace.army.mil/Survey/Hydro)
2. SITE PLAN TAKEN FROM REFERENCE DRAWING TITLED "PROPERTY SURVEY FIRST-CUT AND EASEMENT MAP" PREPARED FOR SEAVIEW BRIDGEPORT LLC BY CABEZAS & DEANGELIS
3. CONTOURS IN MEAN LOWER LOW WATER DATUM (MLLW).

REV	DATE	DESCRIPTION

CONCEPT

RACE COASTAL ENGINEERING
611 Access Road
Stratford, CT 06615
Tel.: 203-377-0663
racecoastal.com

Prepared for

BRIDGEPORT PORT AUTHORITY

Project

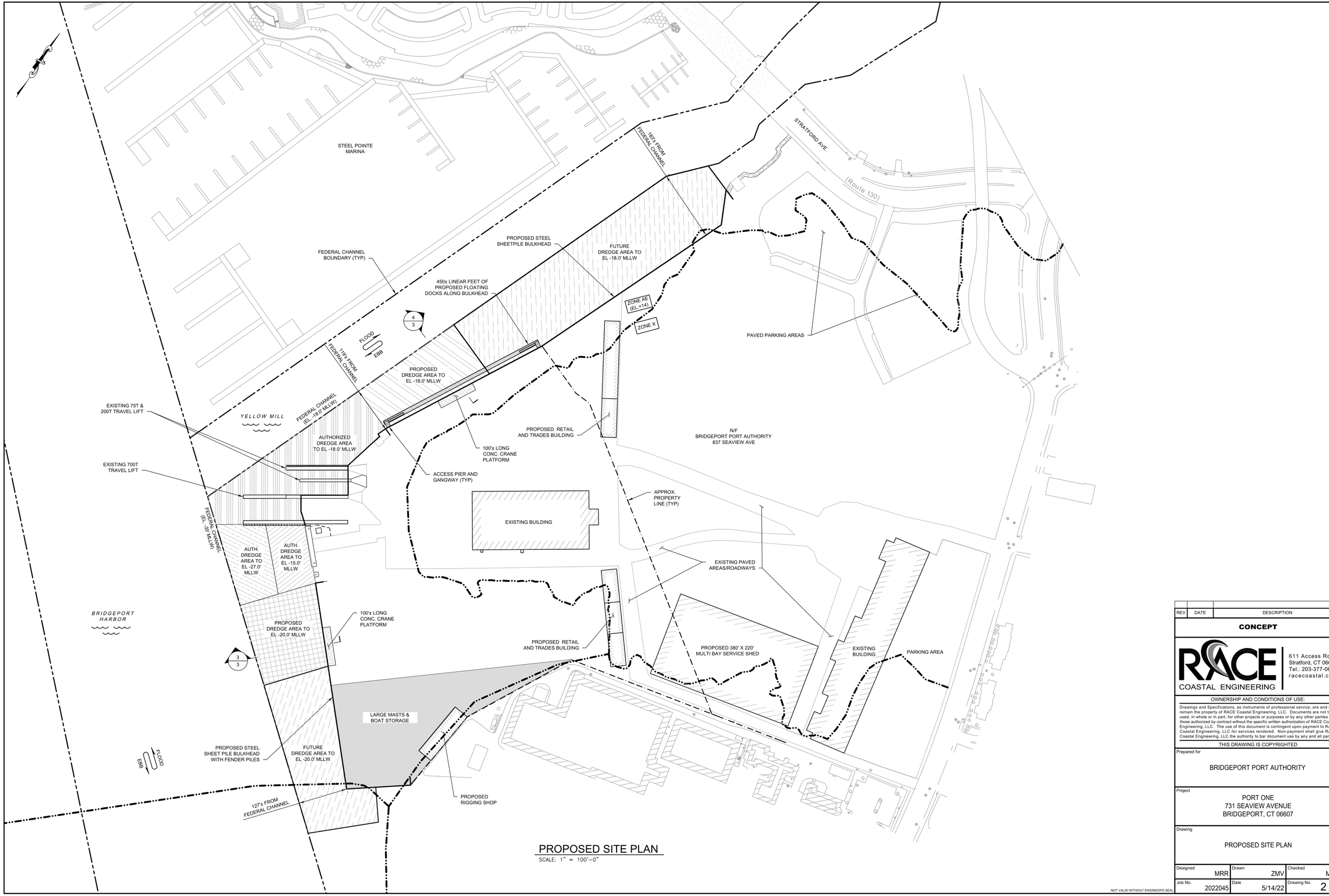
PORT ONE
731 SEAVIEW AVENUE
BRIDGEPORT, CT 06607

Drawing

EXISTING SITE PLAN

Designed	Drawn	Checked
MRR	ZMV	MRR
Job No.	**Date**	**Drawing No.**
2022045	5/14/22	1 of 3

NOT VALID WITHOUT ENGINEER'S SEAL



PROPOSED SITE PLAN

SCALE: 1" = 100'-0"

REV	DATE	DESCRIPTION

CONCEPT

RACE COASTAL ENGINEERING
611 Access Road
Stratford, CT 06615
Tel.: 203-377-0663
racecoastal.com

Prepared for

BRIDGEPORT PORT AUTHORITY

Project

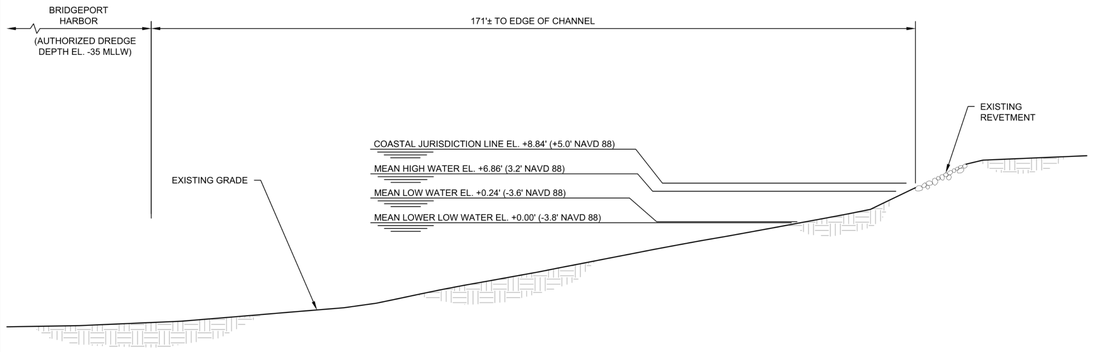
PORT ONE
731 SEAVIEW AVENUE
BRIDGEPORT, CT 06607

Drawing

PROPOSED SITE PLAN

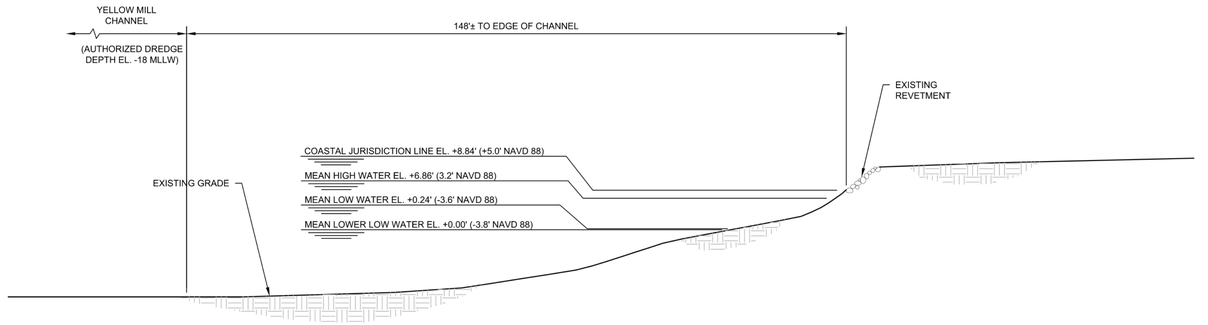
Designed	Drawn	Checked
MRR	ZMV	MRR
Job No. 2022045	Date 5/14/22	Drawing No. 2 of 3

NOT VALID WITHOUT ENGINEER'S SEAL



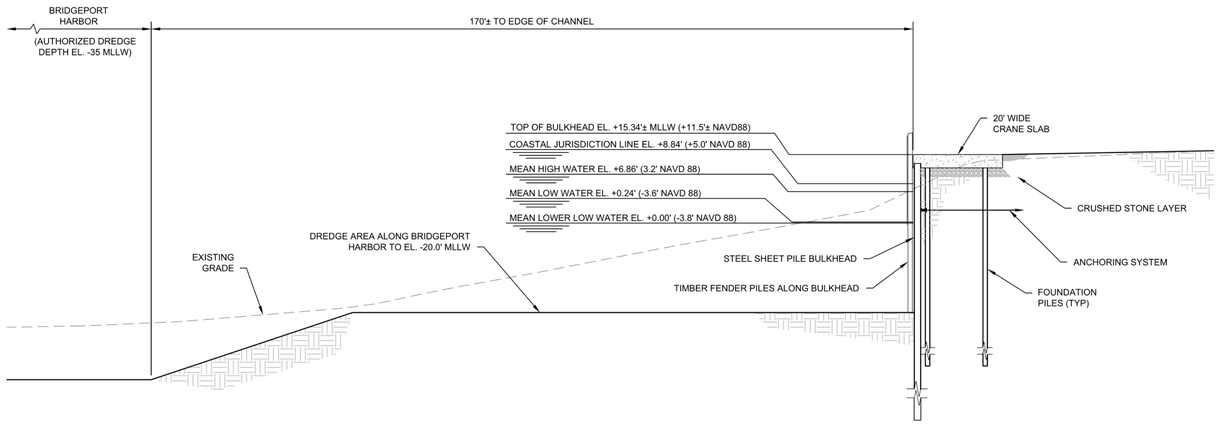
EXISTING SECTION ALONG BRIDGEPORT HARBOR (1/1)

SCALE: 1" = 16'–0"



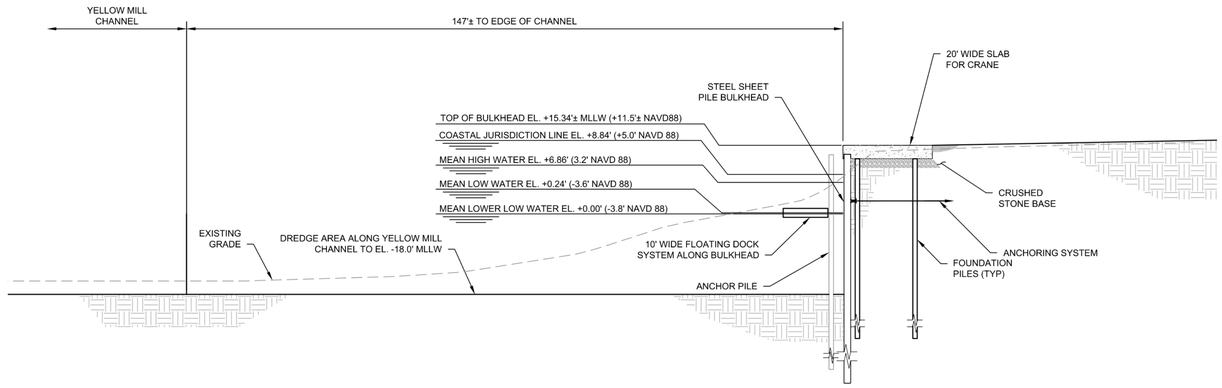
EXISTING SECTION ALONG YELLOW MILL CHANNEL (2/1)

SCALE: 1" = 16'–0"



PROPOSED SECTION ALONG BRIDGEPORT HARBOR (3/2)

SCALE: 1" = 16'–0"



PROPOSED SECTION ALONG YELLOW MILL CHANNEL (4/2)

SCALE: 1" = 16'–0"

REV	DATE	DESCRIPTION

CONCEPT

RACE COASTAL ENGINEERING
611 Access Road
Stratford, CT 06615
Tel.: 203-377-0663
racecoastal.com

Prepared for

BRIDGEPORT PORT AUTHORITY

Project

PORT ONE
731 SEAVIEW AVENUE
BRIDGEPORT, CT 06607

Drawing

CROSS SECTIONS

Designed	Drawn	Checked
MRR	ZMV	MRR
Job No.	Date	Drawing No.
2022045	5/14/22	3 of 3

NOT VALID WITHOUT ENGINEER'S SEAL

Appendix B

Opinion of Probable Cost

RACE COASTAL ENGINEERING
611 Access Road
Stratford, CT 06615
T: 203.377.0663
F: 203.375.6561
racecoastal.com

Opinion of Probable Costs - Preliminary Takeoffs

Project Information	
Project Name:	Bridgeport O&M Windport
Project Number:	2022045
Project Location:	Bridgeport, CT
Client:	Bridgeport Port Authority
Prepared By:	Z. Visser
Date:	May 13, 2022

Cost Criteria	
Inflation	Not Included
Contingency	15.0%
Sales Tax on Materials	6.35%
Sales Tax on Labor (new construction only)	0.00%

Assumptions
1. Unrestricted site access with no disruptions
2. 2022 US Dollars
3. Standard Union Labor Rates Including O&P per RS Means adjusted for region.

Opinion of Probable Cost	
Anchored Bulkhead	**$9,790,000**
Dredging	**$3,000,000**
Crane Slab	**$2,590,000**
Floating Docks	**$2,170,000**

Est. Project Total	$17,550,000

RACE COASTAL ENGINEERING
631 Access Road
Stratford, CT 06615
T: 203.377.0663
F: 203.375.6561
racecoastal.com

Bulkhead:

Items	Quantity	Units	Unit $	Extended $	Comments
Steel Sheetpiles	1900	LF	$ 4,000.00	$ 7,600,000	Anchored
Fender Piles	88	EA	$ 3,000.00	$ 264,000	
Subtotal				$ 7,864,000	
Mobilization/Demobilizaiton				$ 150,000	
Engineering Fees			7.50%	$ 589,800	
Contingency			15.00%	$ 1,179,600	
Total				**$ 9,783,400**	

Crane Slab:

Items	Quantity	Units	Unit $	Extended $	Comments
Crane Slabs	4000	SF	$ 350.00	$ 1,400,000	
Crane Foundation Piles	44	EA	$ 15,000.00	$ 660,000	
Subtotal				$ 2,060,000	
Mobilization/Demobilizaiton				$ 150,000	
Engineering Fees			3.00%	$ 61,800	
Contingency			15.00%	$ 309,000	
Total				**$ 2,580,800**	

Dredging:

Items	Quantity	Units	Unit $	Extended $	Comments
Dredge	30000	CY	$ 75.00	$ 2,250,000	Assumed onsite disposal
Subtotal				$ 2,250,000	
Mobilization/Demobilizaiton				$ 300,000	
Engineering Fees			5.00%	$ 112,500	
Contingency			15.00%	$ 337,500	
Total				**$ 3,000,000**	

Floating Docks:

Items	Quantity	Units	Unit $	Extended $	Comments
Docks	4500	SF	$ 250.00	$ 1,125,000	10' wide concrete floats
Steel Anchor Piles	24	EA	$ 15,000.00	$ 360,000	20' Spacing
Utilities	450	LF	$ 215.00	$ 96,750	
Gangways	2	EA	$ 30,000.00	$ 60,000	5'x45'
Gangway Connections	2	EA	$ 60,000.00	$ 120,000	
Subtotal				$ 1,761,750	
Mobilization/Demobilizaiton				$ 50,000	
Engineering Fees			5.00%	$ 88,088	
Contingency			15.00%	$ 264,263	
Total				**$ 2,164,100**	

May 16, 2022

Bridgeport Port Authority
330 Water St,
Bridgeport, CT 06604

Dear Commissioner:
I am writing this letter as Bridgeport Boatworks' commitment to provide all Non-Federal funding to support the pending Bridgeport Port Authority 2022 Application for the US Maritime Administration's Port Development Infrastructure Program (PIDP). The non-federal costs are currently estimated to be $7,020,000 million. Bridgeport Boatworks is 100% committed to provide these funds to support Bridgeport Port Authority in developing an Operations and Maintenance Wind Port. Please do not hesitate to contact me for any additional written evidence that may be required for this funding commitment.

Sincerely,

Harry Boardsen

Bridgeport Boatworks
Harry Boardsen
Principal

US Department of Transportation Port Infrastructure Development Program Memorandum of Agreement Between Bridgeport Port Authority and Bridgeport Boatworks

THIS AGREEMENT, made this 16th day of May 2022 by and between Bridgeport Port Authority (referred herein as "BPA"), and Bridgeport Boatworks for the purposes of a pending US Department of Transportation's Port Infrastructure Development Program application.

WHEREAS, BPA has the authority and jurisdiction under CGS § 7-329a et seq., which deals specifically with port authorities, to develop and redevelop properties within the boundaries of the Port of Bridgeport.

WHEREAS, BPA has chosen to enter into an agreement with Bridgeport Boatworks for the potential development of an Operations and Maintenance Wind Port Project and to serve as the overall Port Infrastructure Development Program (PIDP) Grant Administrator.

WHEREAS, pursuant to and subject to its lease, which commenced July 1, 2018 and including any and all amendments, Bridgeport Boatworks is currently the lease hold operator located at the property 731 Seaview Ave, Bridgeport, CT 06607. Subject to above, hereby authorizes BPA for the purposes of developing at this location for the purposes pursuant to this grant request.

1. TERM OF THIS AGREEMENT
   Unless otherwise stipulated, the responsibility of BPA in carrying out the terms of this Agreement through their role under CGS § 7-329a et seq., shall begin on the date of the latest signature of this agreement.

2. PROPERTY COVERED
   Operations and Maintenance Wind Port Project located at BRIDGEPORT BOATWORKS LEASEHOLD WHOSE COMMON ADDRESS IS 731 Seaview Ave, Bridgeport, CT 06607.

3. COMPLIANCE WITH FEDERAL REQUIREMENTS
   In accomplishing the PDIP program, BPA must comply with all current Federal requirements set forth in the NOFO. Additionally, each sub recipient (joint applicants, herein, Bridgeport Boatworks) of Federal funds under the PDIP program shall be required to adhere to the current standard federal sponsor assurances and associated documents as provided by the US DOT.

   Additionally, BPA has agreements with Connecticut Department of Transportation and Connecticut Metropolitan Council of Governments (MetroCOG) to provide assistance with financial administration of the grant.

4. JOINT APPLICANT
   Subject to its lease and all amendments mentioned above, Bridgeport Boatworks is the current lease hold operator for the property being developed under the grant and will be providing matching funds. As such, Bridgeport Boatworks serves as the joint applicant.

5. NON-FEDERAL COST SHARE
   Bridgeport Boatworks has agreed to provide all Non-Federal Costs to support this project which is approximately $7,020,000 million US dollars.

Signature:
Date: 5/16/22
Printed Name: Virginia Malheiro
Title: Bridgeport Port Authority (Lead Entity / Grant Administrator)

Signature: Harry Boardsen
Date: 5/16/2022
Printed Name: Harry Boardsen
Title: Bridgeport Boatworks (Joint Applicant / Lease Holder / Private Funding)

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	1234-BRIDGEPORT-PIDP-Final.pd	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	1235-Appendix 1 Letters of Su	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	1236-Appendix 2 Detailed Cost	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	1237-Appendix 3 Letter of Fun	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	1238-Appendix 4 MOA for joint	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6		Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7		Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8		Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9		Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

OMB Number: 4040-0004
Expiration Date: 12/31/2022

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received: 05/16/2022

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Bridgeport Port Authority

* b. Employer/Taxpayer Identification Number (EIN/TIN): (b)(4)

* c. UEI: (b)(4)

d. Address:

* Street1: 999 Broad Street
Street2:
* City: Bridgeport
County/Parish:
* State: CT: Connecticut
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 06604-4920

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:
* First Name: Virginia
Middle Name:
* Last Name: Malheiro
Suffix:

Title: Acting Executive Director

Organizational Affiliation:

* Telephone Number: 203.727.4045
Fax Number:

* Email: gina.malheiro@bridgeportct.gov

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Maritime Administration

11. Catalog of Federal Domestic Assistance Number:

20.823

CFDA Title:

Port Infrastructure Development Program

*** 12. Funding Opportunity Number:**

MA-PID-22-001

* Title:

2022 Port Infrastructure Development Program Grants

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Bridgeport Port Authority Operations and Maintenance Wind Port Project

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: CT-004 * b. Program/Project: CT-004

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 09/01/2022 * b. End Date: 01/01/2028

18. Estimated Funding ($):

* a. Federal	10,530,000.00
* b. Applicant	7,020,000.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	17,550,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name: Virginia

Middle Name:

* Last Name: Malheiro

Suffix:

* Title: Acting Executive Director

* Telephone Number: 2037274045 Fax Number:

* Email: gina.malheiro@bridgeportct.gov

* Signature of Authorized Representative: Charmaine Johnson * Date Signed: 05/16/2022

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action:
- [ ] a. contract
- [x] b. grant
- [ ] c. cooperative agreement
- [ ] d. loan
- [ ] e. loan guarantee
- [ ] f. loan insurance

2. * Status of Federal Action:
- [x] a. bid/offer/application
- [ ] b. initial award
- [ ] c. post-award

3. * Report Type:
- [x] a. initial filing
- [ ] b. material change

4. Name and Address of Reporting Entity:

[x] Prime [ ] SubAwardee

** Name:* Bridgeport Port Authority

** Street 1:* 999 Broad Street *Street 2:*

** City:* Bridgeport *State:* CT: Connecticut *Zip:* 06604

Congressional District, if known: CT-004

5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:

6. * Federal Department/Agency:

U.S. Maritime Administration

7. * Federal Program Name/Description:

Port Infrastructure Development Program

CFDA Number, *if applicable:* 20.823

8. Federal Action Number, *if known:*

9. Award Amount, *if known:*

$

10. a. Name and Address of Lobbying Registrant:

Prefix: ** First Name:* n/a *Middle Name:*

** Last Name:* n/a *Suffix:*

** Street 1:* n/a *Street 2:*

** City:* n/a *State:* *Zip:*

b. Individual Performing Services (including address if different from No. 10a)

Prefix: ** First Name:* n/a *Middle Name:*

** Last Name:* n/a *Suffix:*

** Street 1:* n/a *Street 2:*

** City:* n/a *State:* *Zip:*

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

*** Signature:** Charmaine Johnson

***Name:** *Prefix:* ** First Name:* Virginia *Middle Name:*

** Last Name:* Malheiro *Suffix:*

Title: Acting Executive Director **Telephone No.:** 2037274045 **Date:** 05/16/2022

Federal Use Only:

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