

Questions for Connecticut Port Authority Board of Directors Nominee

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

The Connecticut Port Authority (CPA) is a quasi-public agency responsible for marketing and coordinating the state's ports and maritime economy. The authority is governed by a 21-member board of directors, 13 of whom are appointed and eight of whom serve ex-officio (the state treasurer; the Office of Policy and Management secretary; the chief elected officials of Bridgeport, New Haven, and New London; and the commissioners of transportation, energy and environmental protection, and economic and community development) ([CGS § 15-31a](#)).

By law, the authority:

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

Questions

1. How has your education and previous experience prepared you for this position?
2. What do you see as the major opportunities and challenges currently facing the port authority?
3. The controversial New London State Pier wind project is set to begin operations soon, but the [project's cost](#) continues to escalate and CPA anticipates it will seek more money from the state once final costs are negotiated. What is your opinion about how the project has been handled thus far, and how should it be handled going forward? What can CPA learn from this project to improve any future projects it undertakes?
4. The legislature has placed CPA under State Contracting Standards Board oversight until July 1, 2026. Do you think this additional oversight is warranted? Do you agree with the board's [recent findings](#) that CPA should develop a more comprehensive procurement procedure?
5. CPA has been the subject of several controversies in the past few years. How can the authority ensure there is public trust in the organization?
6. What kinds of capital improvements are needed to maximize the use of the state's harbors as well as its three deep water ports? What are the best ways to make those improvements? Is there funding in the federal infrastructure bill that the state can take advantage of to make these improvements?
7. How effectively do you feel that CPA coordinates with the local port authorities? What could CPA do to strengthen these relationships?
8. How has the [Small Harbor Improvement Project Program \(SHIPP\)](#) helped small ports? Is the program adequate to address their needs?
9. Do you believe that CPA and the Department of Transportation effectively coordinate their efforts? What can both entities do in the future to help move cargo more efficiently through the ports and the state transportation network?
10. How much does Connecticut's maritime industry contribute to the state's economy? What are the challenges the industry faces? How can the authority help it meet those challenges?

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