

PA13-202

HB6528

Commerce	601-602, 605-607, 614-615, 638-643, 716-721, 804, 826-836	31
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House	7589-7592	4
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**CONNECTICUT
GENERAL ASSEMBLY
HOUSE**

**PROCEEDINGS
2013**

**VOL.56
PART 22
7261 – 7611**

Necessary for Adoption	74
Those voting aye	146
Those voting nay	0
Absent and not voting	4

DEPUTY SPEAKER RITTER:

The bill as amended passes. Will the Clerk
please call Calendar number 300.

THE CLERK:

Calendar number 300 on page 44, favorable report
of the joint standing Committee on Planning and
Development, House Bill 6528, AN ACT CONCERNING CLEAN
MARINAS.

DEPUTY SPEAKER RITTER:

Representative Perone. You have the floor, Sir.

REP. PERONE (137th):

Thank you, Madam -- thank you, Madam Speaker.
It's a pleasure to see you there. I move for
acceptance of the joint committee's favorable report
and passage of the bill.

DEPUTY SPEAKER RITTER:

The question is acceptance of the joint
committee's favorable report and passage of the bill.
Representative Perone, you may proceed.

REP. PERONE (137th):

Thank you, Madam Speaker. Essentially the bill gives a priority status for DOT harbor improvement grants to marinas meeting DOP -- I'm sorry DEEP environmental standards. Those standards specifically essentially are what they -- the -- of what DEEP certifies is a clean marina.

If it exceeds the standards for regulatory compliance by minimizing pollution from mechanical activities, cleaning, painting and fiberglass hull repair, hauling and storage -- storing boats, fueling and facility management. And that's the -- it's essentially a -- an incentive scheme to encourage municipalities to adopt clean marina standards. Through you, Madam Speaker.

DEPUTY SPEAKER RITTER:

Will you remark further? Representative Lavielle.

REP. LAVIELLE (143rd):

Thank you, Madam Speaker. Good afternoon. I rise in support of this bill. And I would -- I would note that not everyone knows but marinas contribute about \$1.5 billion a year in economic activity to the State. And they do need dredging in order to remain competitive and big enough to accommodate enough

vessels to operate. And they have a hard time getting funding because of their small scale.

So if they have access to this program through the DOT that will facilitate funding for dredging for them and this has kind of a triple benefit. It's an incentive for them to attain and exceed certain environmental standards set by the DEEP and that leads to coastline preservation. It also helps them preserve and sometimes create jobs.

And finally there's an additional benefit of easier and safer navigation on Long Island Sound. So it's -- it's really a win all around. And I urge support of the bill. Thank you, Madam Speaker.

DEPUTY SPEAKER RITTER:

Will you remark further? Will you remark further on the bill before us? Will you remark further? If not, will staff and guests please come to the well of the House. Will members please take their seats. The machine will be opened.

THE CLERK:

The House of Representatives is voting by roll.

The House of Representatives is voting by roll. Will members please return to the Chamber immediately.

DEPUTY SPEAKER RITTER:

Have all the members voted? Have all the members voted? Will the members please check the board to determine if your vote is properly cast. If all the members have voted the machine will be locked and the Clerk will take a tally. The Clerk will please announce the tally.

THE CLERK:

Madam Clerk, House Bill 6528.

Total Number Voting	146
Necessary for Adoption	74
Those voting aye	146
Those voting nay	0
Absent and not voting	4

DEPUTY SPEAKER RITTER:

The bill is passed. The distinguished Minority Leader, Representative Larry Cafero, you have the floor, Sir.

REP. CAFERO (142nd):

Thank you, Madam Speaker. For purposes of an introduction. Ladies and gentlemen of the Chamber I'm pleased to introduce you to a Norwalk resident who's decided to come up and see us conduct our business today. I'd like to introduce you to Tom Petino. He is attending Skidmore College. He's a resident in

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**CONNECTICUT
GENERAL ASSEMBLY
SENATE**

**PROCEEDINGS
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PART 16
4803 - 5160**

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SENATE

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June 4, 2013

THE CHAIR:

So ordered, sir.

SENATOR LOONEY:

Thank you, Madam President.

The next item was an item previously marked passed temporarily and removed from the earlier Consent Calendar would now move it to the second Consent Calendar and that was a matter on Calendar Page 17, Calendar 678, House Bill 6671, move to place that item on the Consent Calendar.

THE CHAIR:

Seeing no objection, so ordered, sir.

SENATOR LOONEY:

Thank you, Madam President.

Also, Madam President, Calendar Page 18, Calendar 686, House Bill 6528, move to place that item on the Consent Calendar.

THE CHAIR:

Seeing no objection, so ordered, sir.

SENATOR LOONEY:

Thank you, Madam President.

And one additional item, Madam President, Calendar Page 19, Calendar 689, House Bill 6677, move to place that item on the Consent Calendar.

THE CHAIR:

Seeing no objection, so ordered, sir.

SENATOR LOONEY:

Thank you, Madam President.

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Madam President, seeing no objection, would this item please be placed on our Consent Calendar?

THE CHAIR:

Seeing no objection, so ordered.

Senator Looney..

SENATOR LOONEY:

Thank you, Madam President.

Madam President, with that item being moved to the Consent Calendar, Madam President, there is an -- an item on the foot of the Calendar to be removed and, Madam President, on -- on the foot of the Calendar, Calendar Page 42, Calendar 648, House Bill 6660, would move to remove that item from the foot and to mark it passed retaining its place on the Calendar.

THE CHAIR:

So ordered, sir.

SENATOR LOONEY:

Thank you, Madam President.

Madam President, at this point if the Clerk would list the items on the second Consent Calendar so that we might proceed to a vote on that Consent Calendar.

THE CHAIR:

Mr. Clerk.

THE CLERK:

House Bill 5607; House Bill 6509; House Bill 5027. On Page 4, Calendar 459, House Bill 6622; on Page 7, Calendar 536, Senate Bill 1163.

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Page 14, Calendar 651, House Bill 6565. On Page 15, Calendar 660, House Bill 6290. Page 17, Calendar 678, House Bill 6671. Also Calendar 686, House Bill 6528.

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On Page 19, Calendar 689, House Bill 6677 and on Page 24, Calendar 484, Senate Bill Number 983.

THE CHAIR:

Mr. Clerk, will you call for a roll call vote on the second Consent Calendar. The machine is open.

THE CLERK:

Immediate roll call has been ordered in the Senate. Senators please return to the Chamber. Immediate roll call on Senate -- on Consent Calendar Number 2 has been ordered in the Senate.

THE CHAIR:

If all members have voted, if all members have voted, the machine will be closed. Mr. Clerk, will you please call the tally.

THE CLERK:

On Consent Calendar Number 2.

Total Number Voting	35
Necessary for Adoption	18
Those voting Yea	35
Those voting Nay	0
Absent and not voting	1

THE CHAIR:

Consent Calendar passes.

Senator Looney.

SENATOR LOONEY:

Thank you, Madam President.

Madam President, I would move for immediate transmittal to the House of Representatives of any items voted on the second Consent Calendar needing additional action by the House.

THE CHAIR:

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So ordered, sir.

SENATOR LOONEY:

And also if there are any other items that were voted individually that may need additional action by the House.

THE CHAIR:

So ordered, sir.

SENATOR LOONEY:

Good, thank you, Madam President.

Madam President, that will conclude -- conclude our business for this evening or this morning at this point. Before adjournment I would yield the floor to any members for announcements or points of personal privilege.

THE CHAIR:

Any announcements or personal privilege?

Seeing none, Senator Looney.

SENATOR LOONEY:

Madam President, for a -- a Journal notation. Senator Coleman was -- was absent and missed votes today due to -- due to illness.

THE CHAIR:

So noted, sir.

SENATOR LOONEY:

Thank you, Madam President.

Madam President, one other item. On the -- the -- the items on the foot of the Calendar beginning on Calendar Page 27, beginning with Calendar 59, on Calendar Page 27 at the beginning of the foot and

**JOINT
STANDING
COMMITTEE
HEARINGS**

**COMMERCE
PART 2
344 - 715**

2013

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law/gbr COMMERCE COMMITTEE

March 7, 2013
10:15 A.M.

CHAIRMEN: Senator LeBeau
Representative Perone

VICE CHAIRMAN: Senator Crisco
Representative Becker

RANKING MEMBERS: Senator Frantz
Representative Lavielle

MEMBERS PRESENT:
SENATORS: Linares

REPRESENTATIVES: Cuevas, D'Amelio, Gentile,
Haddad, Mikutel, Morin,
O'Brien, Vargas, Vicino,
Zupkus

SENATOR LeBEAU: So we're going to try to stick with the -- with the general rules about public hearings based up on Representative Noujaim's suggestions. And first off would be Deputy Commissioner Mack McLeary from DEEP.

DEPUTY COMMISSIONER MACKY McLEARY: Good morning.
How are you doing today?

SENATOR LeBEAU: Doing very well. Good. Good. If you'd like to proceed go right ahead.

DEPUTY COMMISSIONER MACK McLEARY: Thank you. Thank you to the entire committee but in particular Cochairs LeBeau and Perone for allowing me to speak today. There are several items on the agenda today. Today I'd like to talk primarily about three of them. First I'd like to talk about Senate Bill 1008, which is an act -- which is a DEEP bill, which is AN ACT CONCERNING THE STREAMLINING OF CERTAIN PROGRAMS. Then bill -- Senate Bill 759 which

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is concerning the waiver of fines and penalties for certain business regulation violations. And then lastly just briefly on the clean marinas which is House Bill 6528.

I'm trying to keep my remarks very brief so if there are -- if there are questions we can have a discussion. First I want to thank the committee for its willingness to raise this bill 1008 on behalf of DEEP. This is our bill. We not surprisingly very strongly support this. In house we call this the lien bill. Long -- at a high level it's a compilation of changes for a variety of statutes that fall into three broad categories.

First it repeals some outdated or unnecessary sections. Second it expands the availability of simplifying regulatory tools such as certificates of compliance and general permits. And third it removes fees that act as a disincentive to innovation for -- that may act as a disincentive for some businesses. So I'd like to -- to talk a lot about why this bill is important to us at DEEP. We call it the lien bill for a reason.

DEEP is as I think many of you know involved in an ongoing transformational change that will in a systemic way adjust the way that we operate a regulatory agency for the 21 century. The story of that change begins with the lien process. How many -- how many committee members here know -- could you just raise your hands and let me know if you know what lien is and I'll explain it a little bit. Okay you guys have a good sense of it. So you'll know then that when I say that we've gone through over 50 lien events at DEEP over the last several years that that is a large number. It's by far the largest of any agency in the State.

that's the case. And then second it reduces our flexibility to make case by case decisions on the amount -- on the -- whether there's a serious infraction that even if it's a first time if it's significantly dangerous for public health or any other number of extenuating circumstances which we might not want to blanket rule that forces us into a lenient mode for someone who may not be what I would call in the good after market segment but it's still a first infraction.

And then lastly on the clean marinas bill 6528, the House Bill. Similarly we support the sentiment. We do know that this program is valuable but fundamentally we do not have the resources. And at the end of the day it's that kind of time in environmental protection now where we have to make some very difficult choices about how we array ourselves and we are often stuck between a rock and a hard place and are choosing between actions.

You know do I take an action over here or do I touch -- take an action over here? Both programs have impact for our citizenry but we in many cases often can only do one of them. It comes down to that. So I'll leave my comments short and open it up for questions if that's okay. Thank you.

SENATOR LeBEAU: Thank you, Macky. And it's great to have you here today testifying in front of our committee. It's great to see you. Let me start off with the last comment you made regarding 6528, AN ACT CONCERNING CLEAN MARINAS. This is -- this is a bill that we brought back from last year. And I don't believe it tells you what to do.

And I don't believe it costs -- there'll be -- and I don't believe a fiscal note on this last

year was an increase because it's using existing resources and essentially says set a priority for those marinas that use these -- a set of clean criteria or a set of clean practices that they would use. So am I missing something here?

DEPUTY COMMISSIONER MACKY McLEARY: Yeah. No. The issue is that we don't have the existing resources so as it currently stands right now this program is essentially back burnered. We have not been able to provide the -- these -- service in this area really for the last year possibly even longer. And we -- when you say within existing resources we don't have existing resources for it. That's the problem.

SENATOR LeBEAU: So are you not --

DEPUTY COMMISSIONER MACKY McLEARY: So we'd be willing to -- if you -- we'd be absolutely happy to discuss other options or --

SENATOR LeBEAU: So we don't have hardware improvement grants at this point?

DEPUTY COMMISSIONER MACKY McLEARY: I don't believe that we are providing those right now.

Do you know? No.

I can get back to you with an answer as to whether or not we are actually doing it right now.

SENATOR LeBEAU: Okay. I'd appreciate that.

DEPUTY COMMISSIONER MACKY McLEARY: Yeah.

SENATOR LeBEAU: Because even if you don't have them going forward I wouldn't mind having this in statute as a --

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DEPUTY COMMISSIONER MACKY McLEARY: Understood.

SENATOR LeBEAU: -- to say that this is a priority
and that we believe that this is an important
thing to do.

DEPUTY COMMISSIONER MACKY McLEARY: We do.

SENATOR LeBEAU: And I would -- I assume that you
would agree with that given the general make up
and philosophical underpinnings of the agency.

DEPUTY COMMISSIONER MACKY McLEARY: Absolutely.

SENATOR LeBEAU: Okay.

Let me go back on an act concerning
administrative streamlining of environmental
programs. I'm very familiar with the lien
process. A lot of the submitting companies
that are here today to testify on some -- some
bills that are going to come up later and
almost all of these companies have gone through
that lien process, some with various help from
the State, ConnStep, and some by themselves
and also working with CCAT. The -- but one of
the things I was impressed with and we've been
going through this for quite a while now. I
think about four years.

SB1008

DEPUTY COMMISSIONER MACKY McLEARY: Yeah.

SENATOR LeBEAU: And was it under -- started by Gina
McCarthy I believe and I think you know we have
to congratulate here on her recent move.

DEPUTY COMMISSIONER MACKY McLEARY: We're very
excited.

SENATOR LeBEAU: It's really terrific. I mean so
that's a great thing you get fired by the State

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REP. LAVIELLE: Thank you.

SENATOR LeBEAU: -- and somebody did.

REP. LAVIELLE: You know.

SENATOR LeBEAU: I'll share it.

REP. LAVIELLE: Okay. Well now that I have that I might ask the Chair's indulgence if I --

SENATOR LeBEAU: Sure.

REP. LAVIELLE: -- after I've asked my next question if I can wait a minute and come back to this after someone else talks.

SENATOR LeBEAU: Sure.

REP. LAVIELLE: But I will ask you about the clean marinas bill if I may. Just a -- when we're -- when we're talking about DEEP not having the resources and I appreciate your willingness to come back and discuss that further because I -- I think this is a bill that has a lot of merit and as Senator LeBeau said even having it in statute is better than nothing because prioritized -- well you might not be able to get to it the first year but you can certainly get to it later.

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The funding as I understand it for these grants actually comes from the DOT not from -- from grants administered by the DOT not by DEEP. I can find that and I -- but well it's -- it is specified in --

DEPUTY COMMISSIONER MACKY McLEARY: Okay.

REP. LAVIELLE: -- the bill and I have now lost it but I can if you all will indulge me for a moment I will find it again. I stuck my pen in

there and it fell out.

Here it is. Well in the -- in the bill itself it discusses from lines 25 to line 38 submission for approval for a harbor improvement project to the Commissioner of Transportation and must be submitted by the Commissioner of Transportation to the Commissioner of Energy and Environmental Protection for review. And the Commissioner of DEEP shall submit a written report to the Commissioner of Transportation setting forth findings regarding such application.

But in the bill summary from last year which is all we have for the moment it does -- it does - - there was an amendment to the bill. It was a Senate amendment that changes the funding source for the grants from DEEP's Long Island Sound cleanup account to DOT's harbor improvement program.

So that's just for consideration. But I -- I believe the version of the bill we have here is the one that was amended from last year. So that's some food for thought.

DEPUTY COMMISSIONER MACKY McLEARY: It's -- the only thing I'll say is that the pass through is important but actually the choke point for us is the administrative load. So it's the reviews and --

REP. LAVIELLE: I understand.

DEPUTY COMMISSIONER MACKY McLEARY: -- and the checking. So that's why.

REP. LAVIELLE: Yeah. Well I -- I join Senator LeBeau in his concern that we at least get it into statute. But I would be very pleased to -
- if you are to work on that and look at it

SB1008

area in recent years. The State created one of three new advanced manufacturing technology programs at Naugatuck Valley Community College in 2012, while Waterbury's new career academy high school will provide additional opportunities for high school students to move forward in a career in manufacturing as well.

We are aware that the State faces a -- currently very significant fiscal challenges however Senate Bill 1021 represents an investment in a segment of Connecticut's economy that has not nearly weathered the economic downturn but is actually thriving and creating new jobs for our workforce. Thank you for your time and I welcome any questions you may have.

SENATOR LeBEAU: Thank you, John. Thank you for appearing.

Any questions or comments members -- by members of the committee?

Thank you very much.

JOHN DeCARLO: Great. Thank you.

SENATOR LeBEAU: Leah Schmalz. I hope I didn't massacre that name. Leah. What's that?

LEAH SCHMALZ: (Inaudible.)

SENATOR LeBEAU: Great. Thank you.

LEAH SCHMALZ: Good morning, Senator LeBeau, members of the committee. My name is Leah Schmalz and I'm the Director of Legislative and Legal Affairs for Save the Sound which is program of Connecticut Fund for the Environment. Today I'm here to testify in support of 6528, AN ACT CONCERNING CLEAN MARINAS. This bill helps

protect Long Island Sound while supporting our economy. Long Island Sound contributes over \$8.5 billion -- billion dollars to the regional economy every single year. But as many of you know its health is challenged by sewage overflows, storm water runoff and chemical discharges. The marinas that dot our shoreline are in a unique position to help.

By improving their onsite practices they can minimize the impacts of fuel spills, vessel maintenance and storm water runoff and become certified as clean marinas. Our State's marina industry provides over \$1.5 billion to our economy every single year but many of them have significant dredging needs that limit their business and the public's access to the Sound. While our major federal navigational channels and ports enjoy federal financial support from the Army Corps of Engineers, unfortunately these small marinas do not.

By incentivizing marinas to be environmental stewards through a small ten percent dredging project grant we can create a win, win, win situation, improved water quality, economical viable small businesses, and better access to the Sound. We do offer two notes on this bill. The first is while there are existing clean marinas there are approximately 30 them already that are certified and would be eligible for this incentive program. DEEP's resources as you heard a little earlier are pretty limited and they've been cut so severely over the last few years that they haven't been able to certify new clean marinas.

But we're hoping that eventually that might change. And we know that they're in the process of trying to come up with a solution to that and we look forward to talking with them more about potential -- potential solutions.

Secondly we offered one language suggestion to ensure the incentive bill is carried out. You can find more in the written comments that I've already submitted.

But in short we suggest a change in the phrase in section two as written marinas are not one of the entities allowed to contract with Connecticut DOT under the granting program. It specifies that in addition to municipalities federal agencies and other State agencies may enter into contracts with the Commissioner of Transportation.

Marinas as you know are not federal entities nor are they State entities. So they would be excluding -- excluded from contracting for those grants with DOT which is kind of running contrary to the intent of the bill. Last year's final version used a broader phrase which was federal agencies or other entities. We suggest that language be inserted into the bill potentially.

In conclusion 6528 incentivizes marine practices that protect Long Island Sound, provide navigation investments that maintain public access, creates jobs, and supports small businesses. And we thank you for your consideration. And I'd be happy to answer any questions or clarify anything that happened with DEEP if you'd like.

SENATOR LeBEAU: Your timing is perfect. Let's hope -- let's hope your timing is perfect in a larger sense. You mentioned the change you wanted to section two and are there federal grants that are available in this area? Because I'm -- I'm looking at what Macky McCleary testified in terms of some problems with funding.

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LEAH SCHMALZ: Right.

SENATOR LeBEAU: So are there federal grants available in this area that you're aware of?

LEAH SCHMALZ: Well as --

SENATOR LeBEAU: You're asking -- and you're asking us to change the language to make -- be able to use federal grants.

LEAH SCHMALZ: Right. So the question that you guys posed to Mr. McCleary and he was --

SENATOR LeBEAU: Oh, what was that?

LEAH SCHMALZ: That doesn't look like a good sign. You were absolutely right when you referred to the fact that the funding was actually through DOT not through DEEP. This funding the -- for the grants comes through DOT. It is not DEEP money. So number one. Number two, there are some bits of money available through the federal government for dredging projects.

But like I've mentioned they're almost exclusively for federal channels and for our major ports. They don't go to these smaller marinas. And I know you have a number of people in the -- in the audience who probably know better than I do the way marinas are operated and probably provide a little bit more information on that funding front.

SENATOR LeBEAU: Thank you very much.

Are there any other questions?

Representative Lavielle.

REP. LAVIELLE: Thank you, Mr. Chair.

Thank you very much for coming this morning. Thank you for your testimony. Just a -- a couple of quick questions for you. In your -- you said there are 35 exist -- 30 existing certified marinas give or take.

How many are actually out there that -- that you think might be candidates for pursuing certification? What quantity are we dealing with?

LEAH SCHMALZ: Well there are approximately 30 that are already certified. I believe there's another 20 that are on the waiting list which will require additional DEEP investigation and kind of goes to the issue that Mr. McCleary was mentioning before needing more resources to investigate those to make sure that they're doing the -- the good business practices that they need to.

And then there are a number of other marinas outside of that and I know that Grant Westerson is here and he might be able to give you a little more data on that than I would be able to.

REP. LAVIELLE: Okay. I -- I appreciate that. That means that there is -- you've answered my next question which is that there is already demand that we can attest to that there -- there is a waiting list and that therefore we know that there would be takers if we were to pursue this.

LEAH SCHMALZ: Oh, exactly.

REP LAVIELLE: So--

LEAH SCHMALZ: Yes, Ma'am.

REP. LAVIELLE: Okay. I appreciate that. Thank you

very much.

LEAH SCHMALZ: Thank you.

REP. PERONE: Thank you. I just had really a question about how really obviously every marina is different and -- and you know that the rate silt builds up and that kind of thing and the need for dredging happens. But is -- is there a general -- a general approach to how often an average sized marina needs to -- needs to be dredged?

LEAH SCHMALZ: Well --

REP. PERONE: I know that's kind of a final jeopardy question but --

LEAH SCHMALZ: It is and unfortunately I'm not a marina expert. I'm more of a Long Island Sound person generally.

REP. PERONE: No. Fair enough. Fair enough.

LEAH SCHMALZ: But I would say that they you know maintenance dredging it and -- and -- is normally needed in the ten year mark but you know some of these marinas haven't been able to do even maintenance dredging in years. So --

REP. PERONE: All right. Thank you very much.

Any further -- further questions?

Okay. In case all of you are wondering how many legislators it takes to change a light bulb you might find out soon enough. There was a little power thing there but up next --

SENATOR LeBEAU: We have two opportunities, one over there and one over here.

**JOINT
STANDING
COMMITTEE
HEARINGS**

**COMMERCE
PART 3
716 - 1066**

2013

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further questions.

Anybody have any questions or comments?

Okay. Thank you very much for your time.

MICHAEL CLUTE: Okay. Thank you.

REP. PERONE: Grant Westerson. I hope I got that right. Thank you. Okay. Hi.

JOHN JOHNSON: Chairman Perone, Senator Frantz, Representative Lavielle and members of the commerce committee. I appreciate very much the opportunity to -- to support our testimony that we've already sent up here. I'm John Johnson. I'm Vice Chairman and Legislative Chair for Connecticut Marine Trades Association. And I come here to support our testimony in support of bill number 6528 concerning clean marinas.

I think it's a no brainer for your committee to endorse. We think that this legislation is absolutely dead -- dead nuts on. And I think that the important thing for the commerce committee you should know that there's probably no financial implication to this bill at this point in time. It's our belief that the funding for this would come out of DOT in an unfunded fund called the harbor maintenance trust fund.

So I think that this legislation should go in place and at some point down the road when the State of Connecticut has a few more bucks hopefully we'll fund the harbor maintenance trust fund and then -- and then the marinas that would -- that were clean marinas would be able to take part in this -- in this funding. But it's -- it's this -- your bill rewards clean -- the clean marina program which is what we thoroughly endorse -- are thoroughly in

favor of.

There are in fact 29 marinas in the State of Connecticut that are clean marinas. It's cost them a lot of money to become a clean marina. And I think that this -- this is an acknowledgement of their successes in doing this. In fact there are 20 -- 20 marinas that are in the queue to -- to become clean marinas and we're very hopeful that there will be enough funding in DEEP to allow that program to -- program to continue.

So in conclusion I think without -- there's not -- not a major financial impact as a result of this bill. At some -- at some point in the future when the harbor management trust fund which we hope happens very quickly gets funded then our -- then our members and the members of the clean marina community will be able to access funds to help in their dredging projects.

REP. PERONE: Okay. Thank you very much. Just sort of a question slash comment. I mean I -- I do see a fiscal note in this that there's an opportunity cost by not getting out in front of this issue and you know keeping by -- you know keeping the marinas dredged.

I mean is there an economic impact by essentially by not having any programs along these lines in place essentially the people would use the marinas would you know -- you know register in Rhode Island or you or somewhere else. Would we would say essentially lose their business?

JOHN JOHNSON: You're absolutely right about that. There is a direct -- an indirect financial impact. You're absolutely right.

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REP. PERONE: Okay.

JOHN JOHNSON: Very true.

REP. PERONE: All right. Thank you very much.

Representative Lavielle.

REP. LAVIELLE: Thank you, Mr. Chair.

Thank you all very much for coming and talking with us because you really are the -- the grand authority on this subject. And I -- I think that Representative Perone just made a very good point about the opportunity cost of not doing this and I would join him on that. A very quick question to you.

One of the things that I've heard is that in the event that DEEP -- although the funding comes from DOT, in the event that DEEP did not have at the moment the resources to dedicate to you know certify marinas and putting them through the -- the drill.

Is that something that possibly you as an outside party would be willing to work on and provide the competency because that's -- that's something I've heard come up. And it sounds like something of an idea.

JOHN JOHNSON: I think Grant could really address that directly and --

GRANT WESTERSON: We've -- we've started some discussions DEEP. Actually those discussions have been going on for a good year because the -- the program right now because of their -- their lack of funding, their tightness of personnel we've -- we've made some overtures to them to work a little bit closer. This is a program that we started with DEEP 12 or 14

years ago.

It was an awful lot of time and a lot of effort and a lot of hours and a lot of -- a lot of expense on the clean marinas themselves and the ones those that are striving to be that way. And there's no way in heck we're going to let this fall through the cracks. So trust me it -- this program will go on somehow. We'll find the -- we'll find the resources to either help DEEP or let DEEP help us to move this program forward.

REP. LAVIELLE: Thank you. I -- I think it's -- we're very fortunate to -- to have you as a valuable resource because with that kind of collaboration maybe not only could we have this in statute but we could actually do it. So thank you very much for your focus on this and thanks for coming today.

Thanks, Mr. Chair.

JOHN JOHNSON: Mr. Chairman, can I make one additional comment?

REP. PERONE: Yes.

JOHN JOHNSON: You know the growth and survival of our industry -- the maritime industry and the marine industry is really dependent upon depth of water. And -- and we're only as good as deep as we are. If our ports aren't deep enough, if our marinas aren't deep enough people go -- go to Rhode Island. And so this bill really, really does encourage and put the focus on -- on dredging. And that's certainly another reason why we're very much in favor of your legislation.

REP. PERONE: Thank you very much.

Senator Frantz.

SENATOR FRANTZ: Thanks, Mr. Chairman.

I just wanted to say thank you to both of you for doing an outstanding job of carrying forward the interest of the -- of all the constituents of CMTA and -- and other groups that are related to it. And I think you're right on the money. The health and vitality of the industry as well as the recreational end of Long Island Sound rests heavily on being able to use the water. If it's filled in obviously you can't use it.

And if it's on fire like Arthur Kill down in New Jersey was a few years ago, that's not very usable either. So you know hand to hand with what you're here today to make a great case for we have to make sure that our waters are clean. Clean marinas is a great concept and this bill is a good one as well. So we appreciate your -- your support of it and your words and your patience here today.

JOHN JOHNSON: We can't thank you enough for your words and your support. Thank you so much.

GRANT WESTERSON: And I wanted to -- I wanted to thank the environmental community for getting behind this too. I think they've realized that shallow water doesn't do anybody any good at all. Whatever pollutants there may be there just continually get stirred up.

If we can do some dredging and relocate any material that's hazardous or anything like that it's to everybody's benefit. So their support of this and -- and -- has really helped move it along as it is.

REP. PERONE: That's a great point. Thank you very

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law/gbr COMMERCE COMMITTEE

March 7, 2013
10:15 A.M.

much for your testimony.

GRANT WESTERSON: Thank you.

REP. PERONE: Okay. Any further questions?

Thank you.

Chris Connaughty coming up followed by Brian Lynch.

CHRISTOPHER CONNAUGHTY: Good after -- snowy afternoon there.

REP. PERONE: Is it still snowing out there?

CHRISTOPHER CONNAUGHTY: I think it just started. So Representative Perone and other members of the commerce committee. My name is Dr. Chris Connaughty. And I'm a chiropractic physician in the State of Connecticut. I've been practicing for 26 years and I serve as the Legislative Chairperson for the Connecticut Chiropractic Association. And I'm representing that Association today.

We support House Bill 5568, AN ACT CONCERNING TARGETED HEALTH AREAS but ask that you extend the bill's provisions to members of the chiropractic profession. As drafted the bill limits the new program to medical physicians. Chiropractors are members of the healing arts and have a scope of practice that provide primary care services to patients as well as the ability to diagnose and treat ailments.

So we just hope that you will provide equities of our profession by including chiropractors into the bill. And that's really what we're -- what we're looking for. And I know that young -- or new practitioners in underserved areas are -- you know would be interested in some



*Connecticut Chapter
645 Farmington Ave.
Hartford, Connecticut 06105
www.connecticut.sierraclub.org
Martin Mador, Legislative Chair*

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Commerce Committee
March 7, 2013

Testimony In Favor of
HB 6528 AAC Clean Marinas

In Opposition to
SB 1008 AAC The Streamlining Of Certain Programs Of The Department Of Energy And
Environmental Protection
SB 759 AAC The Waiver Of Fines And Penalties For Certain Business Regulation Violations

I am Martin Mador, 130 Highland Ave., Hamden, CT 06518. I am the volunteer Legislative Chair for the Connecticut Chapter of the Sierra Club. I hold a Masters of Environmental Management degree from the Yale School of Forestry and Environmental Studies.

HB 6528

The health of Long Island Sound is important to the state in many ways. The Sound also contributes significantly to the economy of the state.

This bill would both help support practices that minimize pollution generated from marina activities and ensure that dredging operations keep the marinas accessible. It would create jobs and help the small business associated with marina activities.

Sierra endorses this bill, and recommends the testimony filed by Save the Sound.

SB 1008

The general permit system was designed for relatively small projects. It was not intended to permit major activities. This bill would allow general permits for major projects which, because of their potential to have large impacts, need to be permitted individually.

Sierra advises that this bill could allow serious negative impacts from projects which were not scrutinized sufficiently.

SB 759

While harsh penalty schemes may not be in the public interest, granting a penalty free waiver to a violator is not good public policy. It would remove the fear of consequences from a potential wrong-doer, who will know he can simply rectify the violation if he is caught.

Sierra recommends against this bill.

Y

CONNECTICUT MARINE TRADES ASSOCIATION20 Plains Road
Essex, CT 06475-1501(860) 767-2645 • Fax (860) 767-3559 • e-mail cmata@snet.net

March 7, 2013

Commerce Committee
Legislative Office Building
Hartford, CT 06106Re: **H.B. No. 6528 (RAISED) AN ACT CONCERNING CLEAN MARINAS**

Chairmen LaBeau and Perrone, Senator Frantz, Representative Lavielle, and Distinguished Members;

The Connecticut Marine Trades Association (CMTA) and our member businesses urge you to support **H.B. No. 6528 (RAISED) AN ACT CONCERNING CLEAN MARINAS**. The Clean Marina Program was started about 10 years ago by a task force made up of business owners from the Recreational Marine Industry and representatives from the Department of Environmental Protection. Meeting together for months, they developed a guidance manual of all the business activities that happen at a marina and how these same activities can be revamped or changed to have less an adverse impact on the environment and minimize pollutants.

A marine facility that voluntarily meets and exceeds the Clean Marina Manual requirements, passes a detailed inspection visit and has all its permits current can apply for and become a Certified Clean Marina. This designation is well recognized in coastal states as a facility that was significantly ahead of the pack in consideration of the environment, used operating procedures that comply with the best of practices and encourages the state's boaters to learn about and use clean boating techniques when operating and maintaining their boats.

This bill would reward a Certified Clean Marina for its hard work and environmentally correct practices by receiving priority ranking for grants-in-aid and it would also qualify for an additional grant equal to ten percent of the costs of the project. Dredging or harbor improvement projects are generally very expensive and it's rare for any other funding other than their own to be available if a marine facility is trying to complete a project.

We urge you again to support **H.B. No. 6528 (RAISED) AN ACT CONCERNING CLEAN MARINAS**. Certified Connecticut Clean Marinas are recognized by the DEEP for their voluntary efforts to operate at standards above and beyond regulatory compliance. CT Clean Marinas have taken great strides to implement practices which minimize the pollution from mechanical activities, painting and fiberglass repair, hauling and storing boats, fueling, facility management, emergency planning and boater education.

Thank you for the opportunity to comment on this issue and please know that we are available to discuss them at any time.

Sincerely,

John S. Johnson
Legislative ChairGrant W. Westerson
PresidentLinda A. Kowalski
The Kowalski Group

Testimony of [your organization/business, if any, or your name]
 Before the Commerce Committee

In Support of
HB 6528, AAC CLEAN MARINAS

Submitted by
 [Your name] Meghan smith
 March 7, 2013

Senator LeBeau, Representative Perone, and members of the Committee,

[Business or organization is; or I am] pleased to have the opportunity to comment on House Bill 6528, An Act Concerning Clean Marinas. I support this bill, which establishes a cost-sharing program that will help marinas and boatyards certified by the Connecticut DEEP's Clean Marina Program apply for small grants to assist with dredging of their channels.

Add details about why this is important to you (Are you a boater? Do you care about Long Island Sound's water quality and want to support marinas that take steps to protect it? Do you own, work at, or belong to a clean marina or a marina that's had difficulty affording maintenance dredging?)

Currently, obtaining assistance for marina dredging projects is exceptionally difficult. This means that many marinas cannot afford this costly work, so their channels gradually accumulate silt and can eventually become impassible to boats with deeper drafts. Sharing the cost will make dredging feasible for more marinas, thereby keeping those businesses open and profitable, as well as creating new jobs for engineers and local dredging contractors.

This bill will link significant support for dredging projects directly to a program that helps protect Long Island Sound. By tying the assistance to the Clean Marina Program, HB 6528 encourages marinas and boatyards to use business practices that protect our water quality. Connecticut's marinas are in a unique position to reduce water pollution from runoff of oils, soaps and waxes, as well as sewage, and to set an example for other shoreline businesses. In addition, they play an educational role, helping to raise awareness of sustainable boating practices among recreational and commercial boaters.

There are currently about 30 certified Clean Marinas in Connecticut, and another 20 that have pledged to make the necessary changes to get certified. This cost-sharing program will reward their efforts, encourage them to maintain their commitment, and incentivize other marinas and boatyards to follow suit.

Last year, this concept was raised in SB 220 and enjoyed strong support from legislators, the Department of Energy and Environmental Protection, marinas and boatyards, and environmental advocates. This year's version needs one technical fix. the language in section 2 should be changed from "or any federal or state agency acting on behalf of such municipality" back to the version in last year's amendment, "federal agency or other entity."

Please support HB 6528 for the environmental, economic and recreational benefits it offers Connecticut's shoreline communities and Long Island Sound. Thank you for your consideration.

Sincerely,

Your name Meghan smith
 Job title, organization/business if relevant
 Complete mailing address
 Email or phone

mnkk2@yahoo.com

Housatonic River Estuary Commission (HREC)

Representing the towns of Shelton, Milford, Stratford, Derby, Orange, and Ansonia, CT

Testimony of the Housatonic River Estuary Commission (HREC)
Before the Commerce Committee

In Support of
HB 6528, An Act Concerning Clean Marinas

Submitted by
Robert Gesullo, Chair and Lori Romick, Vice Chair
March 7, 2013

Senator LeBeau, Representative Perone, and members of the Committee,

The Housatonic River Estuary Commission is pleased to have the opportunity to comment on House Bill 6528, An Act Concerning Clean Marinas. The HREC supports this bill, which establishes a cost-sharing program that will help marinas and boatyards certified by the Connecticut DEEP's Clean Marina Program apply for small grants to assist with dredging of their channels.

Long Island Sound is an "Estuary of National Significance" and Federal, State, and local funds are being used to protect and preserve its natural resources. Many LIS stakeholders would benefit from marinas that practice "good environmental management." This bill would provide additional incentive to do just that, by assisting in the inevitable and costly process of dredging allowing safe access to and from marinas and the Sound.

Currently, obtaining assistance for marina dredging projects is exceptionally difficult. This means that many marinas cannot afford this costly work, so their channels gradually accumulate silt and can eventually become impassible to boats with deeper drafts. Sharing the cost will make dredging feasible for more marinas, thereby keeping those businesses open and profitable, as well as creating new jobs for engineers and local dredging contractors.

This bill will link significant support for dredging projects directly to a program that helps protect Long Island Sound. By tying the assistance to the Clean Marina Program, HB 6528 encourages marinas and boatyards to use business practices that protect our

water quality and natural resources. Connecticut's marinas are in a unique position to reduce water pollution from runoff of oils, soaps and waxes, as well as sewage, and to set an example for other shoreline businesses. In addition, they play an educational role, helping to raise awareness of sustainable boating practices among recreational and commercial boaters.

There are currently about 30 certified Clean Marinas in Connecticut, and another 20 that have pledged to make the necessary changes to get certified. This cost-sharing program will reward their efforts, encourage them to maintain their commitment, and incentivize other marinas and boatyards to follow suit.

Last year, this concept was raised in SB 220 and enjoyed strong support from legislators, the Department of Energy and Environmental Protection, marinas and boatyards, and environmental advocates. This year's version needs one technical fix: the language in section 2 should be changed from "or any federal or state agency acting on behalf of such municipality" back to the version in last year's amendment, "federal agency or other entity."

Please support HB 6528 for the environmental, economic and recreational benefits it offers Connecticut's shoreline communities and Long Island Sound. Thank you for your consideration.

Sincerely,
Robert Gesullo, Chair
Housatonic River Estuary Commission

Lori Romick, Vice-Chair HREC
c/o 10 Valery Court
Milford, CT 06461
Lromick@optonline.net

Salemi, Kathy

From: Lori Romick <lromick@optimum.net>
Sent: Wednesday, March 06, 2013 3:56 PM
To: Salemi, Kathy
Cc: lmcmillan@ctenvironment.org
Subject: HB 6528 letter of support
Attachments: Testimony of the Housatonic River Estuary Commission pdf

Dear Honorable Members of the Commerce Committee,

The attached is a letter of support for HB 6528 from the Housatonic River Estuary Commission (HREC).

The HREC is comprised of six towns (Shelton, Milford, Stratford, Derby, Orange and Ansonia) and is established under CGS CHAPTER 483bSec.

25-170. The commission may study any issues relating to the Housatonic River and may make such recommendations as may be necessary to maintain, protect and restore the resources of the estuary of the Housatonic River. The commission shall consider the adverse impact any action proposed in or for the Housatonic River estuary may have upon the marine resources of said river. The commission may prepare and submit a report to the local legislative bodies of the towns represented on said commission.

There are many different stakeholders involved with the river and its resources as well as Long Island Sound and the HREC is compelled to advocate for public access, safety, commercial water-dependent utilization, protection of natural resources, and including improved water quality. Projects that are intended to assist in the preservation and improvement of this valuable environmental resource are needed.

Our Mission is to support and foster the many components of this stewardship, including but not limited to Restoration, Conservation, Preservation, Recreation, and Economics as these actions/intentions relate to the Rivers Ecology, Environment, Economic Development/Planning and Historical/Cultural values. We will seek to find collective, balanced solutions to provide equal value to these components as a strategy to promote continued restoration and responsible economic development of the estuary, and to protect against any future threats, changes or adverse impacts.

We "thank you" in advance for your consideration of this bill.

Lori Romick, Vice Chair
HREC -
10 Valery Court
Milford, CT 06461
lromick@optonline.net

CONNECTICUT MARINE TRADES ASSOCIATION20 Plains Road
Essex, CT 06475-1501

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March 7, 2013

Commerce Committee
Legislative Office Building
Hartford, CT 06106

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Re: **H.B. No. 6528 (RAISED) AN ACT CONCERNING CLEAN MARINAS**

Chairmen LaBeau and Perrone, Senator Frantz, Representative Lavielle, and Distinguished Members;

The Connecticut Marine Trades Association (CMTA) and our member businesses urge you to support **H.B. No. 6528 (RAISED) AN ACT CONCERNING CLEAN MARINAS**. The Clean Marina Program was started about 10 years ago by a task force made up of business owners from the Recreational Marine Industry and representatives from the Department of Environmental Protection. Meeting together for months, they developed a guidance manual of all the business activities that happen at a marina and how these same activities can be revamped or changed to have less an adverse impact on the environment and minimize pollutants.

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This bill would reward a Certified Clean Marina for its hard work and environmentally correct practices by receiving priority ranking for grants-in-aid and it would also qualify for an additional grant equal to ten percent of the costs of the project. Dredging or harbor improvement projects are generally very expensive and it's rare for any other funding other than their own to be available if a marine facility is trying to complete a project.

We urge you again to support **H.B. No. 6528 (RAISED) AN ACT CONCERNING CLEAN MARINAS**. Certified Connecticut Clean Marinas are recognized by the DEEP for their voluntary efforts to operate at standards above and beyond regulatory compliance. CT Clean Marinas have taken great strides to implement practices which minimize the pollution from mechanical activities, painting and fiberglass repair, hauling and storing boats, fueling, facility management, emergency planning and boater education.

Thank you for the opportunity to comment on this issue and please know that we are available to discuss them at any time.

Sincerely,

John S. Johnson
Legislative ChairGrant W. Westerson
PresidentLinda A. Kowalski
The Kowalski Group

From: bruce <sailrose@aol.com>
Sent: Thursday, March 07, 2013 8:56 AM
To: Salemi, Kathy
Subject: Bill # 6528

To the Members of the Commerce Committee, My name is Bruce Williams I am Vice President of Captain's Cove Seaport, 1 Bostwick Avenue, Bridgeport, a marina complex located on Black Rock Harbor We are now in the application process for designation as a clean marina by the Ct. DEEP. Silting in our marina over the last several decades has progressively made our operations here more difficult. We currently have slip space for over 300 boats but some 10% of those slips have been rendered nearly unusable because of ever-decreasing water depths. In addition to our marina facilities, Captains Cove has always been a venue for waterfront events and maritime festivals. Our Seaport was formerly the homeport of the tallship H.M.S Rose and numerous other historic vessels have visited here over the years. Permanently moored here are the schooners "Mystic Whaler", "Unicorn" and "John Pfriem". Each year we are finding it more and more difficult to accommodate these vessels as water depths decrease. We would like to voice our strongest support for Bill # 6528. Please contact me at the Seaport {203}335-1433 if I can provide any further information. Thank for addressing this very important situation. Bruce Williams



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Testimony of:
Save the Sound
a program of Connecticut Fund for the Environment



In Support of
HB 6528, AA Concerning Clean Marinas

Before the Commerce Committee

March 7, 2013

Submitted by Leah Schmalz, Dir. of Legislative and Legal Affairs

Connecticut Fund for the Environment is a non-profit organization that, along with its regional program Save the Sound, works to protect and improve the land, air and water of Connecticut and Long Island Sound on behalf of its 5,500 members. We develop partnerships and use legal and scientific expertise to achieve results that benefit our environment for current and future generations.

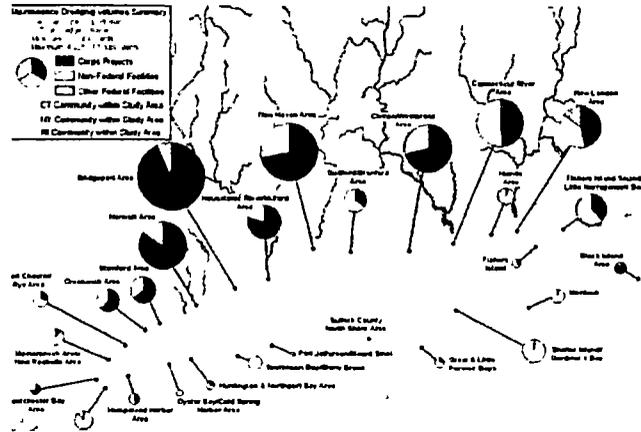
Senator LeBeau, Representative Perone, and members of the Committee:

Save the Sound, a program of Connecticut Fund for the Environment submits this testimony in support of H.B. 6528, An Act Concerning Clean Marinas, which will help marinas certified by the Connecticut DEEP's Clean Marina Program apply for small grants to assist with the dredging needs of our state marinas. However, to ensure the intent of the bill is carried out, we offer one change of phrase in section 2 (see below). With this change, H.B. 6528 will unite environmental, economic and recreational benefits.

Benefits of Clean Marinas: Long Island Sound provides \$8.5 billion to the regional economy every year. Healthy water quality is key to human health, tourism, and fishing industries, but the Sound remains plagued by various types of pollution. Because marinas are on the water, their direct activities (like boat cleaning and fueling operations) and contaminants from their properties (like stormwater runoff from parking lots and hull maintenance/repair areas) often contribute to water quality problems in the Sound. To help combat this problem, Connecticut established a program that encouraged marina owners to implement best management practices to minimize their impacts on the water. Clean Marinas identify opportunities and implement practices to control pollution associated with mechanical activities, painting & fiberglass repair, hauling and storing boats, fueling, facility management, and emergency planning. There are about 30 certified clean marinas in the state and another 20 have pledged to make the necessary changes to get certified. Unfortunately, new Clean Marinas are on hold due to limited CTDEEP

resources. Thankfully the state is in the process of identifying options that would allow the program to move forward.

Dredging Needs: Our marina industry generates in excess of \$1.5 billion a year in economic



activity and provides public access to the Sound for tens of thousands of our citizens. If the sediments that accumulate in our channels and harbors are not occasionally dredged, boaters cannot access marinas and businesses suffer. Currently, the need for dredging in Connecticut is great.

While limited funding for major federal navigation projects is available, obtaining assistance for small marina dredging projects is exceptionally difficult. This means that many marinas cannot afford this costly work, so their channels gradually accumulate silt and can eventually become impassible to boats with deeper drafts.

Co-Benefits of a Linked Program: It is clear that clean marinas are good for the Sound and that dredging funds are needed for marinas to stay open. A cost-sharing program that links participation in the CTDEEP Clean Marina Program with small grants for maintenance dredging of marinas will provide an economic incentive system that supports public access and results in a healthier Sound. Providing ten percent of the project costs to those clean marinas will make dredging more feasible while creating engineering and dredging jobs and keeping marina businesses open and profitable—all of which benefit the state's economy.

Suggested Language Change: Last year, this concept was raised in SB 220 and enjoyed strong support from legislators, the Department of Energy and Environmental Protection, marinas and boatyards, and environmental advocates. To ensure marinas are able to access the funding contemplated in the bill, Save the Sound suggests revising language in section 2 to more closely reflect last year's amended language. While H.B. 6528 endeavors to provide access to funding

through section 13b-57 (see section 1 (b) of the bill), under the current version marinas are not one of entities allowed to contract with CTDOT. It specifies that in addition to municipalities, "federal agencies or other state agencies" may enter into contracts with the Commissioner of Transportation. Marinas are not federal agencies, nor are they state agencies and as such would be excluded from contracting with CTDOT. Last year's final version used the broader phrase "federal agencies or other entity." The proposed language change is as follows:

Sec. 2. Section 13b-57 of the general statutes is repealed and the following is substituted in lieu thereof (Effective July 1, 2013):

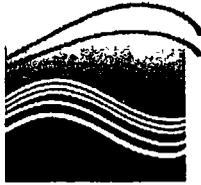
The state, acting by and in the discretion of the Commissioner of Transportation, may enter into a contract with a municipality, [acting by its harbor improvement agency] federal agency or other entity, for state financial assistance in the form of a state grant-in-aid for a harbor improvement project pursuant to [a harbor improvement plan] section 13b-55a, provided such project is approved by the Commissioner of Transportation. [in the form of a state grant-in-aid.] Any such application for state financial assistance under this section shall be submitted by the Commissioner of Transportation to the Commissioner of Energy and Environmental Protection for his review. Said Commissioner of Energy and Environmental Protection shall submit a written report to the Commissioner of Transportation, setting forth his findings regarding such application.

In conclusion, H.B. 6528 incentivizes marina practices that protect Long Island Sound, provide navigation investments to maintain public access create jobs and support small businesses.

Thank you for your consideration.

Sincerely,

Leah Schmalz
Save the Sound, a program of CFE
142 Temple St, Suite 305
New Haven, CT 06510
203-787-0646
lschmalz@savethesound.org



Connecticut Department of
**ENERGY &
ENVIRONMENTAL
PROTECTION**

**STATE OF CONNECTICUT
DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION**

Public Hearing – March 7, 2013
Commerce Committee

Testimony Submitted by Commissioner Daniel C. Esty
Presented By Deputy Commissioner Macky McCleary

Raised House Bill No. 6528 –AN ACT CONCERNING CLEAN MARINAS

Thank you for the opportunity to present testimony regarding Raised House Bill No. 6528, which gives certified Clean Marinas priority consideration in applications for harbor improvement grants. The Department of Energy and Environmental Protection (DEEP) offers the following testimony.

DEEP supports the intent of this bill, which is a laudable effort to incentivize best practices in marina operations. However, DEEP no longer has the resources to operate the Clean Marinas program, and we have not been accepting new Clean Marina pledges nor conducting certification reviews for over a year. Without additional resources, we will be unable to expand or maintain the roster of Clean Marinas that could take advantage of the opportunity this bill would offer. DEEP would be happy to work with the proponents of this bill to discuss alternative approaches that may allow the Clean Marinas program to operate on a sustainable basis.

Thank you for the opportunity to present testimony on this proposal. If you should require any additional information, please contact DEEP's legislative liaison, Robert LaFrance at 860-424-3401 or Robert.LaFrance@ct.gov.