



Dear Ms. Ray,

I am writing to request that the Army Corps hold a Public Hearing on **NAE-2018-02161**

The Public deserves a hearing because the lead up to a hearing will generate newspaper coverage. Newspaper coverage will generate interest. Interest will draw people. People will share their knowledge and perspective, allowing the strongest possible plan to be made. That's the American way.

Please include these further Public Comments in the record.

- Tens of millions of Public dollars have been devoted to State Pier over the past century. A recent \$8 million federal grant upgraded the rail servicing the port. Now the port will be redeveloped to remove a lot of the rail infrastructure on site. Why? The Mohawk Project CPA says will assuage loss of State Pier rail still leaves SE CT without a deepwater port because it cannot accommodate full size cargo ships.

-CPA's plan will bury millions of dollars worth of repairs recently done to the Historic CV Pier Is this prudent?

-Displacement of existing water dependent users the fishermen, the Long Shoremen's Union, and DRVN Enterprises- is a violation of the Coastal Management Act.

-The plan to shut down the pier for 2 years during ~~destruction~~ construction goes against recommendations of previous State Pier Report which says:

"The State Pier facility must remain in service during the construction of the proposed improvements...it will be necessary to maintain port operations throughout construction, especially on State Pier, where the largest vessels are permitted to berth. The need to maintain operations at the pier will require that construction be limited to one side at a time. "

Page 64

http://ctportauthority.com/wp-content/uploads/2017/05/state_pier_preliminary_design_report_april_2015.pdf

-The Milone Macbroon Report concluded that

"Maximizing the flexibility of the port facility is the key to enhanced utilization."

http://ctportauthority.com/wp-content/uploads/2018/02/201504-New-London-State-Pier_Preliminary-Design-Report.pdf

CPA's redevelopment will be tailored to one companies current delivery/installation vessels. With rapidly advancing renewable energy technology we risk being left with obsolete infrastructure that will impede flexibility of the port.

-CPA attempted to evict all existing users of State Pier before DEEP/Army Corp permits issued, before WORDA Act deauthorization obtained. More prudent to retain existing users in place until permits are obtained or denied.

-Demolition of warehouses at State Pier is an activity requiring Army Corp approval, yet significant demolition has already occurred. Is this ok?

-The FBI asked one of the major port users to wear a wire last year. And discussed sending an agent to a CPA/Gateway Meeting. The FBI has emailed me many times, most recently asking for Frank Vanelli, VP of Loagistec's cell phone number.

-A trial attorney from the DOJ Antitrust Division was assigned to the State Pier deal.

-At least one of the soon to be displaced users of State Pier has hired an anti-trust lawyer, from the firm Wiggin and Dana.

-How will these investigations impact the project?

Sincerely,
Kevin Blacker