



Linking Long Island and New England for over 35 Years

January 26, 2012

Hon. Dannel P. Malloy
Governor
State of Connecticut
State Capitol
210 Capitol Avenue
Hartford, CT 06106

Dear Gov. Malloy:

The Director of the National Coast Guard Museum Association, Catherine Cook, recently came to Cross Sound Ferry to present a new alternative plan for the National Coast Guard Museum. The proposal includes an expanded Union Station connected, via a pedestrian bridge over the railroad tracks, to a large annex building that begins on City-owned property and juts out onto the Thames River. While we are in favor of a USCG expansion and for a museum in New London, we are adamantly opposed to the current proposed location for the museum.

The plan eliminates our use of land we currently lease from the City that has been used to support waterborne transportation and interstate commerce for decades, obstructs our emergency right of way, infringes on our riparian water rights, and interferes with the safe navigation of our vessels. Furthermore, it obliterates our own plan for an expanded high-speed ferry service, which has been on public record with the City for years. We believe, as we know you do, that waterborne transportation and shipbuilding and repair should be the primary purpose of New London's deep water port.

Cross Sound Ferry is recognized by the USCG as one of 12 High Capacity Vessel Owners/Operators in the U.S. As a large-scale operator, we are constantly in need of more space. The 1.5 million people and 500,000 vehicles we move annually already tax our limited parcel.

The land we do own was hard earned through various purchases over the past 35 years by members of three generations of my family. In fact, one such purchase granted us the riparian rights over the water onto which the plans call for the museum to be built. We have also leased the piece of property proposed for the museum annex building for over 20 years and have attempted to purchase it outright from the City on two separate occasions. While it may not be a large parcel, it is the last piece of commercial waterfront property available for any future growth of our ferry services.

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Prior to the downturn in the economy, Cross Sound had proposed a new high-speed/passenger-only ferry terminal with public observation deck along with two fixed piers for the docking of up to four vessels using that property. We currently have high-speed ferry operations to Orient Point, Long Island, Block Island and Montauk from New London. Previous and future destinations include Martha's Vineyard and New York.

In March 2010, ConnDOT released a transportation plan to address the current and future needs at the New London Transportation Center. Among the recommendations were increased accommodations for bus, rail and ferry services to meet the growing demand for transit. Identified in the plan was the need for an overhead pedestrian way to seamlessly connect the 1000 car Water Street parking garage, a new bus terminal, the railroad station and ultimately connect to Cross Sound's ferry terminal facilities.

The State appropriated \$750,000 for the plan that was spearheaded by the Chamber of Commerce of Eastern Connecticut and overseen by the region's COG to address concerns that New London needed to be prepared for an increase in commuter rail service, ferry and bus service and to be able to meet future parking demands. The plan identified the parcel of land in question as part of the region's transportation hub. The proposed museum project stymies any growth opportunities for transportation at that site forever.

Using that piece of land for anything other than transportation not only puts an end to any future expansion of the waterborne component of the Transportation Center but also completely divides the center as it is currently situated. The proposed structure has the serious potential to harm existing ferry operations by obstructing navigation, access to and from the ferry terminals along with blocking the line of sight down the river for departing and returning ferries. There is also an issue with riparian rights along that piece of property.

We want you to know that we value the USCG as a partner and a neighbor in New London. We feel strongly that having the Academy in New London is nothing but a boon for the City and a USCG museum in New London will be a cornerstone attraction for the entire region. However, we cannot support this particular concept as it has been proposed. While there are other suitable and attractive locations for a national USCG museum in New London, the ferry services need to operate and grow at their current location, while enjoying synergies with connecting rail, bus, parking and other transportation amenities.¹

While it appears this concept plan has been circulated for months, we were only made aware of these plans last Friday. We feel the State's and particularly Southeastern Connecticut's transportation needs were not duly considered while this concept plan was being developed. Before proceeding any further with these plans, the future needs of transportation in New London and the region need to be addressed.

¹The New London Transportation Center is one of the only locations in the U.S. where high-speed trains are directly linked with high-speed ferries to multiple destinations. Amtrak Acela Express connects with up to 10 high-speed ferry departures daily during peak periods.

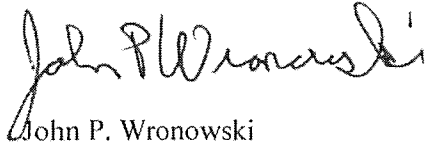
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Gov. Malloy, we have sent along our concerns in a separate letter to Admiral Papp. We appreciate your input in this important issue and I await the opportunity to answer any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "John P. Wronowski". The signature is fluid and cursive, with a large initial "J" and "W".

John P. Wronowski
Owner/President

Cc: Hon. Andrea Stillman
Hon. Andrew Maynard
Hon. Ernest Hewett
Hon. Ted Moukawsher
Hon. Elissa Wright
Hon. Tom Reynolds
Jay B. Levin
Mark H. Powers
Mark Brennan