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Chester, Clinton, Cromwell,  
Deep River, Durham, East  
Haddam,  
East Hampton, Essex, Haddam,  
Killingworth, Lyme, Middlefield,  
Middletown, Old Lyme,  
Old Saybrook, Portland, Westbrook

May 22, 2013

Governor Dannel Malloy  
210 Capitol Avenue  
Hartford, Connecticut 06106

RE: Connecticut River Ferry System - Resolution

Dear Governor Malloy,

For the last fifteen years, Connecticut's Executive Branch has periodically raised fares, cut service, or proposed eliminating service on the Connecticut River Ferry system. The primary goal appears to be a black and white approach to match operating expenses with revenue generated by the ferries without a full understanding of the ferry system.

Every two or three years, we send a letter and resolution similar to this one, asking the State to direct a partnered team from CTDOT, DECD, DEEP, the COG, and representatives from the community and local to evaluate the overall cost benefit of the CT Ferry system. While the region would offer and could perform this study, the State's acceptance of final recommendations will only be achieved through cooperative participation and buy-in by the above referenced state agencies.

A cost benefit analysis would evaluate the CT River Ferry system as an economic generator. Both the Chester Hadlyme Ferry and the Rocky Hill-Glastonbury ferry are historic icons in Connecticut and a tourism resource. The CT River is a major geographic impediment to commerce and business in the state. There are two fixed bridges and one moveable bridge over the lower 34 miles of the CT River in the RiverCOG region. There are eight fixed bridges over the upper 33 miles of the CT River in the Capitol Region. It could be assumed that the additional crossings provided by the ferries are critical to the State's economy in the Lower CT River Valley.

In 1996, CTDOT performed a brief review of the CT Ferry System. The primary finding: *"As a public transportation facility, the CT State Ferry System is doing quite well, when compared to the State's other public transit operations, with 37% of the cost recovered through the fare box; 26% for the Rocky Hill ferry and 45% for the Chester ferry."* The review also noted a fare increase in 1991-1993 correlated with a 42% loss in ridership from which the system has not fully recovered.

In 2011, Commissioner Redeker recognized the importance of a study and began working in partnership with the COG, merchants, and residents. This was a laudable first step toward a full economic and functional analysis of the ferry system. This process must continue and be supported by you without the potential damaging effects of a fare increase. Please consider reinforcing and expanding upon the work currently in progress to study the CT River Ferry system.

Yours truly,

Catherine lino  
Chairman

Cc/ Commissioner James Redeker, CTDOT  
Senator Andrew Maynard  
Representative Marilyn Giuliano

Senator Art Linares  
Representative Philip Miller  
RiverCOG Senators and Representatives