



The Propeller Club of the United States
Port of Boston, Inc.

Port of Boston Dredging Project 2014 & Beyond!

Dear Port of Boston Stake Holders,

On behalf of the Propeller Club, Port of Boston, The Boston Shipping Association, Inc., and the Boston Marine Society we are sending this letter to give you an update on the Boston Harbor Deepening Project and to solicit your support.

In June of 2013 the Propeller Club Port of Boston, The Boston Shipping Association, Inc., and the Boston Marine Society formed a coalition, headed by the Propeller Club, with the goal of educating federal and state officials on the economic importance to the region of the Boston Harbor Deepening project. Our focus was twofold in educating all who would listen as to the tremendous economic benefits Boston Harbor plays in the state and regional economy and the need for a non-Federal sponsor to participate in funding this important infrastructure project.

Time was and is of the essence, so a small working group from the three organizations began meeting to establish a plan to work in concert with the Massachusetts Port Authority, the lead agency in Boston for dredging projects, in order to show a positive, private/public collaboration to state and federal entities.

The task before Massport and the stakeholders of educating the Governor's office, Commonwealth of Massachusetts Legislature, Massport Board, and federal officials in the House and Senate is daunting. The working group recognized the need for expertise in presenting our case to the government entities and hired Mr. Terry McDermott to work as our strategist. The Propeller Club, BSA, and the Boston Marine Society all contributed funds to hire Mr. McDermott's firm. Our hope was these funds would last until the WRDA Bill and the Transportation Bond Bill had been successfully concluded but the usual gridlock in Washington DC has delayed a final vote on the WRDA Bill and the State Legislature is just beginning debate on the Transportation Bond Bill.

The next six months are critical in continuing to push both the federal and state elected officials to ensure inclusion of the Port of Boston and to pass their respective bills. We have made great progress to date but we are only halfway through the game. The federal funding legislation has taken seven (7) years to get to conference committee and the time is now to get this done! This port cannot afford to wait another seven (7) years if we want to stay viable. We need your financial support to continue the fight. Please consider making a donation to the Propeller Club, Port of Boston Dredging Project Fund. We recommend donations of \$2000 or more but any amount is greatly appreciated. Please make check payable to Propeller Club, Port of Boston, and mail to Lynn Vikesland, Sec'y Propeller Club, c/o Massport Maritime, 1 Harborside Dr, Boston, MA 02128-2909.

Here is what we have done to date:

Mr. McDermott immediately established a working relationship between Massport and the group to enlighten the government entities on the vital economic need for this project. During the last seven months, we as a group have met with:

Governor Patrick's Staff	Senate President Murray	House Speaker DeLeo
Massport CEO/Exec. Dir. Glynn	Massport Board	Lt. Governor Murray
US Congressman Lynch	US Congressman Capuano	US Senator Markey
Representative Nick Collins	State Senator Linda Dorcena Forry	East Boston Delegation

Estimated Cost of the Boston Harbor Deepening project:	\$300 million
Federal cost share	\$170 million
Non-Federal source (Commonwealth of Massachusetts/Massport)	\$130 million

Benefit Cost ratio according to the Corp of Engineers	8 to 1
Jobs associated with deep draft Boston Harbor/Region	34,000




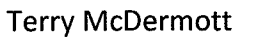
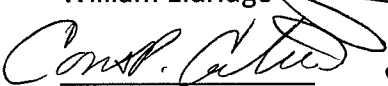

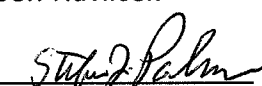
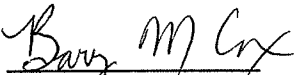
Amount of New England's Fuel Oil, Gasoline, & Energy coming through Boston 70%

Dredging benefits all citizens of the Commonwealth

The House included \$65 million for the dredging work in a transportation bond bill and was approved unanimously. It's about a quarter of the project's cost. The bill also includes another provision laying the groundwork for a new haul road into the Conley Terminal in an act Financing Improvements to the Commonwealth's Transportation System. The Massport Board has agreed in principal to match the Commonwealth's share to fully fund the required non-federal share.

WRDA bill (S.601 & H.R. 3080) is presently in the Senate. (More work is necessary to assure inclusion of the Port of Boston!)

Propeller Club, BSA, Marine Society Working Group

 William Eldridge	 Richard Meyer	 Jeff Havlicek	 Terry McDermott
 Conti Coluntino	 Andy Hammond	 Steve Palmer	 Barry Cox