



SALEM HARBOR PORT AUTHORITY

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MEETING MINUTES: April 1, 2021

A public meeting of the Salem Harbor Port Authority was convened at 5:00 pm via Zoom web conference.

Members present: Chair Michael Rutstein, Mayor Kimberley Driscoll, Bob McCarthy - Ward 1 Councilor, Fred Atkins, Meaghan LeClerc

Members absent: None

Others Present: Capt. Bill McHugh – Harbormaster, Seth Lattrell – Port Authority Deputy/Planner, Senator Joan Lovely, Hannah Mori – Office of Senator Lovely, Lisa Engler – CZM, Tyler Soleau - CZM, Peter Furniss – Footprint Power, Scott Silverstein – Footprint Power, Emily Innes – Innes Associates, Matthew Blackham, Mike Alan Hanscom - SATV, Barbara Warren – Salem Sound Coastwatch, Bob Blair, Bob Delhome, Chris Meen, Conrad Prosniewski – At Large Councilor, Dan O'Connor - Collins Engineering, Dustin Luca – Salem News, Mike Magee, Mira Rigglin – HDSNA, Pat Gozemba – SAFE, Paul Ehrenzeller, Rinus Oosthoek – Salem Chamber, Ted Blair, Thom Evans, Timothy Chase

Chairman Rutstein called the meeting to order at 5:07 pm.

Chairman Rutstein outlined the format for the meeting and indicated that members of the public may provide comments during the period of the meeting designated for public comment. Chairman Rutstein also read aloud letters submitted to the Port Authority from the Marine Societies of Boston and Salem in support of preserving the DPA and associated marine infrastructure.

Mr. Lattrell provided an update on the Municipal Harbor Plan/DPA Master Plan, including an overview of the Harbor Plan Committee (HPC) meeting on March 17 and the public meeting on March 24 which was attended by over 140 people. The next scheduled HPC meeting is on April 28. The Harbor Plan survey will be closing on April 7. Next steps will be determined by the HPC and City-team based on feedback from the last meetings.

Mr. Lattrell provided an overview of the ongoing work at the North Berth and Deep-Water Berth. The project is out to bid with bids closing on April 15 at 11am. The work on the Deep-

Water Berth is anticipated to begin mid-April. Mobilization was delayed slightly due to delays in materials, but the team continues to advance with measurements, access requirements, and site safety requirements.

Mr. Lattrell provided an update on the progress of the conveyance of 3-5 acres of land and the Deep-Water berth to the Port Authority. The conveyance will not be executed until the upland use of the property is confirmed; however, the City is engaged in developing a long-term lease to serve as an interim agreement between Footprint and the Port Authority. The most significant remaining concern in the terms of the agreement is how to address environmental liability. For the ongoing upland work at the Deep-Water Berth, the city is coordinating with Footprint to engage their Licensed Site Professional to oversee the work. This will provide a test case for how future terms of the conveyance may work.

Mr. Lattrell updated the Port Authority on the status of the appraisal. A quote was received from Cushman Wakefield for approximately \$5,500. The Port Authority agreed to delay the vote to advance until Mayor Driscoll joined the meeting.

Mr. Lattrell shared that work to set up the website is ongoing. A draft of the website was received and will be shared with Port Authority members, but content still needs to be populated.

Mr. McHugh provided the Harbormaster's report, beginning with an update on improvements being made to the ferry terminal building and the Landing. Capital improvements are being made to the ferry, Nathaniel Bowditch, including deck recoating. The ferry is still on track to be operational by late May. Councilor McCarthy asked for an update on the acquisition of a second ferry. Mr. McHugh acknowledged that the search is ongoing, but we've yet to find a vessel that fits the criteria within our price range. Mr. Lattrell added that he is working with FTA to ensure that the grant money is secured and ready to fund a purchase once a vessel can be identified. Mr. McHugh informed the Port Authority members of the recent release of funding by the Biden administration for offshore wind port facilities, as well as the related award of the contract for Vineyard Wind to DEMA/Foss who had been previously engaged in discussions with the City/Port Authority.

The team from Footprint Power presented to the Port Authority on their vision for the future use of the 42 acres of land surrounding the redeveloped power plant. The presentation focused on the opportunities and constraints of the designated port area, the way a mixed-use development could balance some of those constraints through a modification of the DPA boundary, and the potential for the site to serve as a marshalling yard for offshore wind development if supported by the Commonwealth. The presentation also included a visual tour of DPAs throughout the state and a presentation on the market/trends in other DPAs.

Following the presentation, the meeting was opened to comment by Port Authority members. Chairman Rutstein expressed his desire to see the DPA preserved for water-dependent industrial uses and shared his support for the site to be used for offshore wind development. Chairman Rutstein suggested that the Port Authority make a motion to submit a letter in support of maintaining the existing DPA boundary. There was a discussion between Footprint and the Port Authority regarding the engagement of offshore wind developers and the marketing of the site. Mr. McHugh shared that the New Bedford offshore wind facilities are at capacity, and that the cost to improve Salem's port would likely be less since we are starting with a developed port. Mr. McHugh also shared that there are other uses beyond marshalling, and other projects with different demands, including the future Gulf of Maine offshore wind development. Mayor Driscoll shared a response to Mr. Rutstein's suggestion for a motion by the Port Authority to preserve the DPA, indicating that she feels we should continue to assess the opportunities and challenges before taking a hard one-sided position. She shared her support and interest in the potential for offshore wind on the site but suggested that we should focus on coming together on a shared vision rather than forming separate camps. Fred Atkins acknowledged the community process that needs to occur but shared that the division of the site in the mixed-use scenario would be to the detriment of marine industrial use. Councilor McCarthy sought clarification from Footprint on the ownership of the site if they were to pursue a marshalling yard. Footprint acknowledged that public ownership would likely be more appropriate for a marshalling yard.

The meeting was opened for public comment. Bob Blair, Eastern Point Pilots, echoed Chairman Rutstein's comments and expressed his support for preserving the DPA. Mr. Blair also raised questions about the status of commitments related to the DPA made during the permitting of the power plant. Scott Silverstein responded by encouraging attendees to respect the privacy of real estate discussions and acknowledged that there have been discussions with potential site users that are subject to nondisclosure agreements. Mr. Silverstein also suggested that Mr. Blair contact him directly if he has questions about permit compliance. Pat Gozemba asked for clarification on the decision matrix Footprint presented, and shared her support, on behalf of SAFE, for a marshalling yard on the site. Ms. Gozemba requested more detail on the load bearing capacity of the site and suggested that Footprint share their geotech data. Mr. Silverstein replied that the load bearing capacity of the site is inconsistent given the nature of the fill, particularly along the wharf. Ms. Gozemba suggested that the Port Authority do their own analysis of Footprint's data to determine load bearing capacity. Senator Lovely shared a clarification that the legislature hasn't heard from Footprint regarding their interest in offshore wind and indicated that she would also be meeting with CEC to open the dialogue on the potential for Salem to support the offshore wind industry. Thom Evans commented that Salem's port is unique and shared that it shouldn't be compared to other ports in the Commonwealth.

Chairman Rutstein reiterated his request that the Port Authority members make a motion to write a letter supporting the use of the site for offshore wind and the preservation of the DPA. Mr. Atkins shared that he was not comfortable being specific with his support for a single industry. Councilor McCarthy shared that he supports maintaining the DPA but feels that it's premature for the Port Authority to send a letter. More discussion should happen between the state, the landowner, and the community before the Port Authority takes a vote. Mr. McCarthy also indicated that he would engage with Senator Lovely and Representative Tucker to support continued discussions of Salem's offshore wind potential. Mr. McHugh shared a clarification that he's not a voting member but is sharing his opinions as the Port Director and a staff member of the Port Authority, and in that capacity, he feels that the mixed-use development would be detrimental to the DPA.

Meeting minutes from the March meeting were unanimously approved by all remaining members present. Mayor Driscoll had left the meeting prior to the vote.

A motion was made Councilor McCarthy to approve the funding for an appraisal of the Footprint property. Mr. Atkins sought to clarify that the appraisal should assume that the DPA remains. The motion passed by all members present.

Salem Harbor Port Authority adjourned @ 6:45 pm.