



SALEM HARBOR PORT AUTHORITY

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MEETING MINUTES: June 3, 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, Meaghan LeClerc, Fred Atkins

Members absent: None

Others Present: Capt. Bill McHugh – Harbormaster, Seth Lattrell – Port Authority Deputy/Planner, Hannah Mori – Office of Senator Lovely, Christopher Hardy – Mayflower Wind, Bob Blair – Eastern Point Pilots, Thom Evans – Eastern Point Pilots

Chairman Rutstein called the meeting to order at 5:04 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.

Mr. Lattrell began with a recommendation that going forward the Salem Harbor Port Authority (SHPA) limit comments to items that are on the agenda and requested that anyone interested in presenting contact him at least one week prior to the meeting so that he can add their item to the formal agenda in time for posting.

Mr. Lattrell introduced a proposal to the SHPA that all agenda items be continued to a second June meeting which he is looking to schedule the week of June 21st, except for the Port Infrastructure Grant which he suggested is most pressing. The purpose of the continuance being that there would be more clarity on many agenda items after the completion of the Footprint REI. The SHPA members agreed to continue all items except for the Port Infrastructure Grant.

Mr. Lattrell presented a summary of the Port Infrastructure Grant Program with a recommendation that the members support a grant request between \$1M and \$4.14M which falls within the “small port / small project” section of the grant. Chairman Rutstein asked if dredging was allowed as a small project, and Mr. Lattrell replied that it was, but not within the

federal navigation channel. Ms. LeClerc asked what the deadline for the grant was and Mr. Lattrell replied that it was July 30. Chairman Rutstein asked for an update on dredging in the South River. Mr. McHugh indicated that to qualify for this funding it would need to have more commerce but shared that the City of Beverly continues to assess the feasibility of a CAD cell which could be used to support future dredge material disposal. Councilor McCarthy expressed his support for Mr. Lattrell's proposed grant approach. The SHPA members unanimously voted for Mr. Lattrell to work with Collins Engineers to pursue a grant application before July 1st for under \$4.14M.

The meeting was opened for public comment. Christopher Hardy with Mayflower Wind shared an introduction of their role and experience with offshore wind in Massachusetts and indicated that he was looking forward to continuing discussions with the City, Port Authority, and property owner as they are interested in the role Salem could play in the future of offshore wind. Chairman Rutstein asked if Mr. Hardy's company had engaged in any public/private partnerships around offshore wind ports. Mr. Hardy indicated that he did not have experience, but that their partner company likely did, and recognized the benefits of potential partnership in relation to the states stated goals.

Bob Blair, Eastern Point Pilots, shared a concept with the SHPA of a port development scenario intended to expand the capacity and economic viability of the port. He suggested that the SHPA use this concept to support continued discussions with potential users and to use it to guide future funding requests. Mr. Rutstein asked for clarification on what improvements were needed for existing uses vs. what improvements were needed for hypothetical uses. Mr. Blair acknowledged that some dredging may be necessary regardless of use, as well as improvement of the primary existing berth. The dredging need highlighted an issue with existing navigational charts which show the controlling depth at 28 ft when in fact most of the channel is 32 ft except for a small silted-in area. Mr. Blair indicated that he and Thom Evans are looking to clarify that discrepancy with the Army Corps of Engineers.

Thom Evans, Eastern Point Pilots, added clarification regarding the location of the federal channel and the turning basin to assist in the consideration of dredging within the Port Infrastructure Grant request. Mr. Lattrell suggested a future conversation with Mr. Evans as they begin to advance details of the grant application.

Harbormaster McHugh shared an update that the North Berth work is advancing successfully, and that there is a potential visitation interest from the Ocean Explorer, a new and unique cruise vessel for Salem. Mr. McHugh indicated that the ferry ridership has gone from 80 passengers pre-pandemic to an average of 8 now, so encouraged members to remind individuals that the ferry is back open for business. The AC system at the ferry building is in need of replacement, and Mr. McHugh and Mr. Lattrell will coordinate bids. Mr. McHugh

summarized a recent news article that New London Connecticut was announced to be the home port of a new Jones Act compliant offshore wind vessel, and that Connecticut Port Authority and the State of Connecticut came together with \$235M of funding for port infrastructure improvements. Lastly, Mr. McHugh shared that he coordinated a bollard pull test by a Navy vessel on the Deep Water berth, which resulted in questions of coordination with the property owner, Footprint. Mr. McHugh expressed that the concerns highlight the need to resolve the conveyance sooner than later. Mayor Driscoll agreed that the mechanics need to be worked out and shared that we need to continue to communicate with Footprint as they are the property owner.

Meeting minutes from the May meeting were unanimously approved by all members present.

Salem Harbor Port Authority adjourned @ 5:45 pm.