



NOTICE OF
SPECIAL MEETING OF
CONNECTICUT PORT AUTHORITY
BOARD OF DIRECTORS

**Tuesday, May 21, 2024
12:00 pm**

**Location: VIRTUAL
Zoom link was provided**

**Please Note: In addition to the minutes below, an audio recording of this meeting can be found on the Authority's website at <https://ctportauthority.com/governance/>*

Board Attendance

Chair David Kooris; Grant Westerson; John Johnson; Brian Thompson; Gaffney Feskoe; Paul Hinsch; David Pohorylo; Paul Whitescarver; Mayor Michael Passero; Felix Reyes; Doug Dalena; Thomas Gill

Absent: Tom Patton; Paul O. Robertson; Charles Roman; Mayor Justin Elicker

CPA Staff/Other: Ulysses Hammond; Fayola Haynes; Jill Dowling-Moreno; Hannah van Hemmen (Ørsted); John Pauling (Ørsted)

MINUTES

1. Call to Order

Chair Kooris called the meeting to order at 12:00pm. He noted the primary purpose for the Special Meeting is regarding a grant application with a time-sensitive due date before the next Board Meeting. He also noted that there are no minutes for approval since this is a Special Meeting and that the approval of the minutes will be included on the next Regular Meeting Agenda in June.

2. Public Comment

(Begins at 1:33 of the audio recording)

Chair Kooris noted that Doug Dalena and Tom Gill joined the meeting.

3. Finance Committee Report

(Begins at 4:40 of the audio recording)

Chair Kooris provided a brief update from today's Finance Committee Meeting at 10am, and noted that the Authority's financials are strong. He noted that a draft FY 2025 budget was discussed and that the Finance Committee will be reviewing it before the Finance Committee and Board Meetings in June. He noted that the draft FY 2025 budget will be provided to the Board

prior to the June meeting, and that if they have any questions they can reach out to Ulysses Hammond or Fayola Haynes.

Chair Kooris summarized two recommendations from the Finance Committee Meeting.

(a) Q3 Office of Fiscal Analysis (OFA) Report

(Begins at 5:51 of the audio recording)

Consideration and approval of a resolution authorizing submission of the Q3 quarterly financial report to the Office of Fiscal Analysis.

RESOLVED, that the Board of Directors authorizes submission of the Q3 Quarterly Financial Report to the Office of Fiscal Analysis, as required by Section 1-123(b) of the Connecticut General Statutes, as recommended by the Finance Committee at its meeting held on May 21, 2024, in the form attached as Exhibit to Agenda Item #3a.

Motion by Gaffney Feskoe, seconded by Grant Westerson. So, VOTED with NO opposed and NO abstentions.

(b) Accounting Policy and Procedure Manual

(Begins at 7:25 of the audio recording)

Chair Kooris provided background information regarding the updates made in 2020 to the Accounting Policy and Procedure Manual which was completed with consultants and support from OPM. He commended Finance Director, Fayola Haynes for her initiative in updating the manual to reflect best practices and current staffing. He noted that the Finance Committee was unanimous in its recommendation for approval. He also noted that the Board received a copy with tracked changes and a clean copy of the updated Manual.

Consideration and approval of a resolution authorizing the adoption of revisions to the Authority's Accounting Policy and Procedure Manual.

RESOLVED, that the Board of Directors authorizes the adoption of revisions to the Authority's Accounting Policy and Procedure Manual, as described in the Exhibit to Agenda Item #3b.

Motion by Gaffney Feskoe, seconded by Doug Dalena. So, VOTED with NO opposed and NO abstentions.

4. EPA Clean Ports Program – NLSP Grant Application

Background Information and Resolution Attached

(Begins at 10:18 of the audio recording)

Chair Kooris introduced the item as the primary purpose for today's meeting, which is to review a proposed grant application to the EPA Clean Ports Program.

Ulysses Hammond provided background information and a summary of the grant opportunity to fund emission-reducing capabilities at New London State Pier. He noted that Ørsted approached the Authority with the opportunity and that work is underway on the grant application, which is due Tuesday, May 28, 2024. He noted that the addition of shore power infrastructure would enhance the marketability of State Pier by providing advanced technology to reduce emissions at the port. It would allow a docked vessel to shut down its engines to connect to the electric grid and would reduce greenhouse gas emissions and improve local air quality. He noted the proposed project

costs of \$6 million under the grant application, with 90% federal funding and a 10% applicant share.

Ulysses Hammond introduced the partners at Ørsted that have been working on the grant application. Hannah van Hemmen, Ports and O&M Permitting Manager and John Pauling, Construction Lead, US Construction at Ørsted provided a presentation of the NLSP Shore Power EPA Grant Application, including an overview of the grant opportunity, overview of the shore power project at New London State Pier installation berth, proposed budget with the cost share broken out over two years, proposed schedule over four years with an anticipated start in Q4 of 2024, benefits of the project and letters of support at the state and local levels for the grant application.

Board members asked questions regarding electrical costs and responsibility, current and future needs and uses for the proposed shore power infrastructure, initiatives at other ports, and discussion regarding near-term and long-term value of the project.

Chair Kooris noted that Ørsted is completing the grant application with their consultants and that the Authority's cost share of \$18,000 for preparation of the application is noted in the resolution.

(Begins at 37:15 of the audio recording)

Consideration and approval of a resolution to submit a grant application under the EPA Clean Ports Zero-Emission Technology Deployment Competition for the New London State Pier and documents in connection therewith.

WHEREAS, pursuant to the Inflation Reduction Act of 2022 (“Act”), the United States Environmental Protection Agency (“EPA”) administers the Clean Ports Program (“Program”) and related funding opportunities under the Act;

WHEREAS, the Program includes funding opportunities under the Zero-Emission Technology Deployment Competition (“ZE Technology Competition”);

WHEREAS, the EPA has released a Request for Applications (“Request for Applications”) for grants under the ZE Technology Competition, with an application deadline of May 28, 2024;

WHEREAS, the Connecticut Port Authority (the “Authority”) owns the New London State Pier (“State Pier”) as a water port and offshore wind turbine generator staging area hub eligible to apply for a grant (“Grant”) under the ZE Technology Competition to procure and install shore power at the New London State Pier (“Project”);

WHEREAS, the Authority is committed to reducing the carbon footprint of port operations at State Pier;

WHEREAS, the federal share of total project costs for ZE Technology Competition grants is 90%, and the mandatory applicant share (“Applicant Share”) of total project costs is 10%;

WHEREAS, the Authority, Gateway New London LLC (“Gateway”) and North East Offshore, LLC (“NEO”), are respectively parties to that certain Concession Agreement with the Authority dated as of January 7, 2019 (the “Concession Agreement”), and that certain Sublease Agreement dated as of May 19, 2023 (“Sublease”), governing the operation of State Pier;

WHEREAS, Orsted Wind Power North America LLC (“OWPNALLC”), as successor to NEO, has engaged a consultant to assist the Authority in applying for the Grant; and

WHEREAS, the application fee for the Grant is \$36,000, which shall be funded 50% (\$18,000) by the authority and 50% (\$18,000) by OWPNALLC;

NOW THEREFORE, BE IT HEREBY

RESOLVED, that, the Board of Directors of the Authority hereby determines that the Authority will work with collaborating entities OWPNALLC and Gateway to submit a response to the Request For Applications by the May 28, 2024 deadline, provided, however, that in no event shall the Applicant Share under the grant exceed an aggregate of \$600,000, and be it further;

RESOLVED, that if the application by the Authority for the Grant is successful, the Authority hereby commits to include the required Applicant Share as an expenditure in its annual budget and to disburse the Applicant Share over the lifetime of the grant from December 1, 2024 through December 1, 2028; and be it further

RESOLVED, that each of the Chairperson, and Executive Director, be and hereby are individually authorized, empowered and directed, for and on behalf of the Authority, to negotiate, execute and deliver the Grant application and any and all other reasonable and necessary documents in furtherance thereof, on such terms and provisions that each to be in the best interests of the Authority, and to take such reasonable and necessary actions as are reasonably required in furtherance thereof.

Motion by Gaffney Feskoe, seconded by Grant Westerson. So VOTED, with NO opposed and NO abstentions.

Further questions and discussion included a question regarding contingency for which \$400,000 is included in the project, but is not listed as a separate line item for the grant application. Ulysses Hammond noted that Connecticut Port Authority is updating its Grants.gov account for submission of the grant application, as well as its SAM.gov account.

5. **Old Business**

None

6. **Adjournment**

(Begins at 43:25 of the audio recording)

Motion by John Johnson, seconded by Doug Dalena. So VOTED, with NO opposed and NO abstentions. Meeting adjourned at 12:43pm.