

May 31, 1966

Present: All commissioners, Mr. W. S. Donaldson.

### Deep Water Port

Mr. A. "Buck" Briscoe, Mr. Shipley, Mr. Buckley, Mr. Dentz, Mr. McGrath (applicants) Mr. R. Long of the Long Fence Co., and Mr. Guyther. These gentlemen were present to discuss the deep water port facility and inform the commissioners of what they propose. They propose to build a 1000 foot pier to handle two 500 foot ships at one time, and a maximum of one million tons of cargo a year. It will cost one and a half million dollars to build the pier facility, and there are twenty acres of land for the warehouses. As the cost to users would be approximately \$2.00 per ton, this would induce some importers to use this port rather than Baltimore, where charges are much higher. Baltimore cannot handle all the traffic, and it is going to go somewhere, and will come to the county if the facilities are available.

Legislation has been passed to give the commissioners the authority to finance such a project by issuing revenue bonds at 6% interest, maturing at 25 years. These people are asking for a two million dollar bond issue to pay for the engineering and other costs that will be involved. Reviewed project and cost of operation will be approximately \$300,000 per year. The commissioners would enter into a lease with a trust known as the Patuxent River Port Authority. The facility would be built subject to the approval of the commissioners and would operate subject to the approval of the commissioners. All of the money collected will be paid to the county. If business is very good, the bonds will be retired in less than 25 years. The revenue bonds are secured only by the revenue of the facility and the county is in no way obligated.

They are asking that the county take the necessary legislative action to indicate some interest in going ahead and following through to complete this facility. This could be an entirely private project but this would be undesirable. The commissioners will have to decide whether or not they want such a facility in the county.

The law concerning this matter was reviewed. Under the statute the commissioners must issue the bonds and must lease the facility to a private tenant. The Patuxent River Port Authority would be the non-profit organization and would be the trustee for this project. They are asking for the necessary action under the statute saying that the commissioners are disposed to undertake and approve the project and issue two million dollars in revenue bonds, subject to the satisfactory completion of an economic feasibility study. The commissioners are not responsible in any way for the payment of the bonds. They are asking that some firm with a national reputation make the feasibility study, and stated that this would cost about \$8,000.

They need an official document from the commissioners stating that they are in favor of this project, so that they can negotiate with potential users of the facility, and are asking that the county guarantee payment of the economic feasibility and engineering studies. Payment for the economic feasibility study would be made by an outright agreement that the county will be reimbursed from the

revenue bonds. They hope to build an industrial park for light industry adjacent to the port and this will bring employment to the county. Mr. Buckley said there will be no pollution from any of this activity. Mr. Anders (Tri-County) stated he feels this port would be extremely beneficial to the economy of the county, and cited the Cambridge port as an example, which created jobs for about 200 people, or more.

The 20 acres will be donated to the Port Authority, and will be deeded for the free use of the port. It will take six to eight months to build the actual port facility, and the two million dollars will put in all the buildings to make the pier ready for business, and there will be no additional money needed. Griener & Company are asking ten to fifteen thousand dollars for the engineering study, and Coverdale & Copitts are asking eight to twelve thousand dollars for the economic feasibility study. Maximum preliminary expenditures for the county would be approximately twenty-seven to thirty-thousand dollars. To pay off the interest and principle on the bonds, \$140,000 per year would be necessary, above operating costs, and Mr. Buckley said they had one-third of that already promised in business from the Long Fence Company. Mr. Burch said that the commissioners will have to take this matter under advisement and let these gentlemen know their decision. Mr. Buckley, Mr. Shipley, Mr. Dentz, Mr. McGrath and Mr. Long left the meeting.

Mr. Anders and Mr. Briscoe continued the discussion with the commissioners. Mr. Anders said he has contacted the Maritime Administration and they will evaluate this project if the commissioners desire this. The Maryland Port Authority can also be contacted as they are in a position to advise the commissioners. Mr. Anders said he can send them a copy of the proposal and they will answer the commissioners in about a week. He suggested that if the commissioners agree to the feasibility study, they might ask Mr. Shipley to put up one-third of the cost, the county one-third, and the Tri-County Council one-third. The commissioners agreed that Mr. Anders should proceed to request the Maritime Administration and the Maryland Port Authority to review the proposal for the deep water port facility and advise them regarding same.

### Roads

Mr. Hall and Mr. Pantaleo. Mr. Hall said there is a county pickup truck to be advertised for sale. It is a 1954 Chevrolet. The commissioners agreed, and Mr. Raley will advertise for bids. Mr. Hall will furnish him with the specifications.

The Mechanicville-Chaptico Little League is requesting snow fence for their ball field, six rolls, and this will be requested from SRC. Mr. Hall needs \$1,000 for the dumps, and the commissioners agreed to this. This payment will take Mr. Hall through to the end of June of this year for maintenance of the dumps. Mr. Hall and Mr. Pantaleo will work an estimate for the Shangri La Drive extension to Essex Drive in Lexington Park.

Mr. Pantaleo said that a survey is needed on the St. Andrews Road, and then the engineering can be done. McCrone will do the work for the same price as Hugh Wilkerson, \$112 per day for the survey party. Mr. Pantaleo will discuss this further with Mr. R. Moore and get a commitment from him as to when this work can be done. Mr. Burch suggested that perhaps it might be best to get a lump sum fee for this work rather than by the day or by the mile.

Tall Timbers Erosion

Mr. W. Stewart and son, Mr. Capeto, Mr. Fox. Presented a petition signed by everyone in this particular area for erosion control. The area begins from the Potomac Road and runs south to the old Tall Timbers area. They need a seawall as protection against erosion by the water for approximately six-tenths of a mile, and one to two hundred feet from the other seawall. (Mr. Guyther came into the meeting at this point.) Mr. Guyther stated that legislation would be necessary to provide the seawall. Mr. Stewart said he had talked with people in the Baltimore office and was told to go to the commissioners. He was informed there was an Act of 1964 that would effect this, which states that the state will provide 25% of the money, and the Corp of Army Engineers will send in engineers and help with the job and with the financing if public property is involved. Mr. Pantaleo said that the law says that the property must border on the water and the property in question does not.

Mr. Guyther reviewed the new Acts under the laws of 1964 and said a petition is submitted to the commissioners, and they in turn submit same to the Erosion Control Department of the Department of Chesapeake Bay Affairs for study as to the feasibility of the project. Under the law, the commissioners cannot pay more than 25% of the cost of such a project in the county, and can accept from the state or federal government any portion or all of the remaining 75% of the project. According to the new bill passed in 1964, the state can pay 25%, and perhaps there is a federal government program which will furnish the other 50%. There is no limitation of funds mentioned in the law. Mr. Pantaleo said that the federal government cannot come into this unless there is a public landing involved. Mr. Guyther asked if the property owners would be willing to pay a tax as the other people did on the original erosion control program. Mr. Stewart said he felt sure they would be willing to pay a tax, as they were not asking for something for nothing.

Mr. Guyther suggested that these people get a survey made to define the boundary lines, and also write to Congressman Machen telling him of this meeting regarding the statute, and ask for his advice as quickly as is possible as to whether there is some federal program that will contribute to the project. An appointment will be arranged with the Corp of Army Engineers to meet with the commissioners and discuss this project, also.

Recreation and Parks Board

The commissioners agreed that Mr. J. A. Saunders, Jr., should be appointed to this Board.

Human Relations Commission

A letter will be sent to the Junior Chamber of Commerce of Leonardtown, asking them to appoint a representative to serve on this Commission.

Vouchers #25895 through 25971 approved for payment, and signed by Mr. Burch.

Meeting adjourned.

Approved,

*F. Elliott Burch*

F. Elliott Burch, President