**PROCEEDINGS OF A REGULAR MEETING OF**

**THE BOARD OF COMMISSIONERS OF**

**THE MORGAN CITY HARBOR AND TERMINAL DISTRICT**

**July 11, 2016**

The Board of Commissioners (“Board”) of the Morgan City Harbor and Terminal District (“District”) met in regular session at the District’s office at 7327 Highway 182, Morgan City, Louisiana on July 11, 2016 at 5:00 p.m. Duane Lodrigue, President convened the meeting with Commissioners Thomas Ackel, R. Scott Melancon, Gary Duhon, Tim Matthews, Sr., Ben Adams and Joseph Cain in attendance. Deborah Garber was absent. Also present at the meeting were Raymond Wade, Executive Director; Tori Henry, Office Manager; Cindy Cutrera, Manager of Economic Development; Gerard Bourgeois, Board Attorney; Michael Knobloch, Knobloch Professional Services; Colonel Tom Clancey, Mark Wingate and Tim Connell, U.S. Army Corps of Engineers; Captain Blake Welborn, United States Coast Guard (“USCG”); Clay Breaud, GSE/Providence Engineering; Mike Lowe, GHD Services; along with members of the media and general public.

The meeting was called to order and the presence of a quorum was noted. Mr. Wade led the invocation and the Pledge of Allegiance was recited.

It was moved by Mr. Duhon and seconded by Mr. Melancon that the minutes of the Regular Meeting of June 13, 2016 be approved and adopted, with said motion carrying unanimously.

It was moved by Mr. Ackel that the report of receipts and disbursements for the month of June, 2016 be received and accepted and that all invoices presented to the Board for the month of June, 2016 be paid. Since not all of the commissioners were able to review the budget in detail, Mr. Adams moved to authorize Mr. Wade to spend the same amounts in the FY 15/16 budget until such time as a new budget was adopted, with the exception of an increase of $100,000 for consulting fees. Mr. Ackel seconded that motion, which carried unanimously.

Captain Welborn reported that there were 3,647 total transits for the month of June, averaging 122 per day.

Tim Connell reported that: (i) Dredge Newport agitation demonstration is currently about 50% complete and they are going to expand to the entire reach to try to achieve the 16’ ,17’ or 18’ depth. He is still unable to release any of the Dredging Quality Management (DQM) data from the dredge to anyone outside of the Corps of Engineers without Manson Gulf’s permission; however, he does believe that the information being collected, along with the Port’s surveys, will be able to help them determine if this is an effective method of dredging. Mr. Wade mentioned that this is the first time that the Port has not been able to review any data; (ii) The dredge Leonard J is currently working in the Berwick Harbor with an estimated completion date of August 25th.

Raymond Wade reported that: (i) he visited the Jadwin Dredge, which was a dustpan dredge in the Mississippi River but because of the material in the Channel, it would not be good for us. He also narrated videos and pictures of both dredges working as well as the vegetation growing on the islands that have developed as a result of the dredging.

Mike Knobloch reported that: (i) once the FY14 Port Security Grant camera/electrical contract is executed, it will be forwarded to FEMA to go along with our extension request which was required due to the Corps not issuing permits during the high water. (ii) the 2015 Port Security Grant projects are being implemented and will be completed by March, 2017; (iii) we have been awarded $444,000 through the FY16 Port Security Grant and are the only Port in Louisiana, Alabama and Mississippi to receive funding; (iv) myself and Tori participated in a Desk Review with FEMA, which went well, with few minor changes needed to our manuals.

Mike Lowe reported thanked the Port for choosing GHD Services as an engineering consultant. He also reported that: (i) they have been analyzing the survey data the Port has provided them and has submitted a report to Mac; (ii) they will be involved in the monitoring of data reported by the Corps along with your dredge consultants.

Cindy Cutrera reported that: (i) Mac attended the farewell banquet for Colonel Hansen and she, along with Mac, attended the Change of Command ceremony from Colonel Hansen to Colonel Clancey. While in New Orleans, she also met with Tom Podany with Waterborne Commerce Statistics Center to discuss tonnage and other potential beneficial factors of the Port that can be used by the Corps when submitting budget figures; (ii) Buses will be available to bring interested commissioners to Krotz Springs to board the M/V Mississippi on August 18th, with the public hearing being August 19th, following by a visit from the Mississippi River Commission at our EOC; (iii) she and Mac escorted Waterways Journal reporter Frank McCormick and reporter Andre Lyons to the demonstration dredge in the Channel and also the dredge in Berwick Bay; (iv) she and Mac met with Ducks Unlimited, Conoco Phillips and GHD to discuss beneficial use of dredge material from the Atchafalaya River and possible funding sources; (v) she, Mac and Gerard met with Professor Richardson to finalize our economic impact study on shipbuilding/oil and gas which should be complete by mid-August; (vi) She and Mike Knobloch both attended the Doing Business with Cuba Summit in New Orleans. She also noted that updated copies of the hurricane plan is in the commissioner’s packet.

Mr. Bourgeois presented: (i) a resolution of support for Federal Legislation appropriating additional funds to be used for the repair of flood damage to the Mississippi River System and to restore the Mississippi River Ship Channel to fully authorized dimensions. Mr. Duhon moved to adopt said resolution, which was seconded by Mr. Cain and carried unanimously.

# RESOLUTION

A Resolution supporting requests for Federal Legislation appropriating additional funds to be used for the repair of flood damage to the Mississippi River System and to restore the Mississippi River Ship Channel to fully authorized dimensions; and otherwise to provide with respect thereto.

WHEREAS, the prevailing 100-year EI Nino weather pattern has been the prevailing driver of record stage levels on the Carrollton Gauge (New Orleans) for the months of July (2015), August (2015) and January (2016). These historic stage levels were most severe during the greatest flooding on record in the Middle Mississippi River Basin and near record flooding in the Lower Mississippi River; and

WHEREAS, sixty (60) percent of all grain exported from the United States is shipped via the Mississippi River from ports throughout the region, through the Lower Mississippi River Deep Draft Ports Complex or the Ports of Baton Rouge, South Louisiana, New Orleans, St. Bernard and Plaquemines; and

WHEREAS, the value of the agricultural products and the large agribusiness industry in the Mississippi River Basin produces ninety-two (92%) percent of the nation's agricultural exports, seventy-eight (78%) percent of the world's exports in feed grains and soybeans; and

WHEREAS, navigation on the Mississippi River carries over 500 million tons of vital commodities such as coal, fertilizer, cement, gravel and salt, among others, which are the building blocks of our nation's economy; and

WHEREAS, the performance of the levee system in the Lower Mississippi River Valley has a direct impact on the Mississippi River's navigation system and its ability to function efficiently; and

WHEREAS, the United States Army Corps of Engineers' (USACE) Operations and Maintenance Budget for the Mississippi River Ship Channel remains woefully inadequate with the President's Budget request level at approximately $86 million and the actual and consistent annual need is $150 million. The Mississippi River Ship Channel remains deficient and accordingly the Bar, Crescent River and Federal Pilots have been forced to implement economically crippling draft restrictions with limits of up to 6 feet down to 41 feet in January 2016, presently holding at 43 feet versus authorized depth of 45 feet; and

WHEREAS, the Mississippi River and Tributaries (MR&T) Project, the nation's first comprehensive flood control and navigation act, provides protection for more than four (4) million people that live in the Lower Mississippi Valley, impacts people in half the USA and since its creation in 1928, has saved thousands of lives, communities and more than half ($0.5) a trillion dollars in property damage/loss; and

WHEREAS, beyond its flood control protection, the MR&T Project provides benefits crucial to the Mississippi Valley region, including stable and reliable drinking water supplies, power generation, navigation and commerce, economic development and recreation; and

WHEREAS, as a result of the historic floods of 2008, 2011, and 2016, the MR&T Project has been compromised; and

WHEREAS, failing to implement a systematic approach, experiencing a failure in the system or failing to restore the system in time for the next high-water event would be devastating to our nation's economy and quality of life; and

WHEREAS, the United States Congress has the power to supply funding to the U. S. Army Corps of Engineers and other federal and state agencies so that those devastated by this year's flooding can rebuild and restore their lives and livelihood; to approve and fund a comprehensive flood control and navigation project for the upper Mississippi River Basin to protect people and property; to pass legislation providing the authority to streamline the existing complicated and lengthy planning processes required by the federal government along with the exhaustive regulatory reviews that significantly diminish funds that could be used for construction, especially projects cost shared with local governments; and

WHEREAS, the Morgan City Harbor & Terminal District has confirmed with the USACE that it is presently hampered by a funding shortfall of $75 million to recover the nation's leading economic artery of trade, the Mississippi River Ship Chanel from the flooding event of 2016;

NOW, THEREFORE, BE IT RESOLVED by the Morgan City Harbor & Terminal District that it supports:

1) The emergency passage of supplemental appropriations of $2.075 billion dollars to repair flood damage to the flood system and infrastructure and restore the Mississippi River Ship Channel to fully authorized dimensions; and

2) Yearly funding in the amount of $150 million for Operations and Maintenance of the

Mississippi River Ship Channel; and

3) $500 million annually for completion and maintenance of the MR&T Project; and

4) Passage of a comprehensive flood control and navigation project for the Mississippi

River Basin to protect people and property throughout the entire Mississippi River

Valley; and

BE IT FURTHER RESOLVED by the Morgan City Harbor & Terminal District that it supports passage of federal legislation providing Mississippi River municipalities and ports as well as local levee and drainage districts in conjunction with the U.S. Army Corps of Engineers and the Mississippi River Commission the authority to streamline the burdensome regulatory and environmental processes to ensure federal dollars are spent directly on projects to protect people, property, and economic prosperity.

(ii) FY14 Port Security Grant camera/electrical contract is likely to be awarded to American Integration Contractors.

With no further business to come before the Board, the meeting was adjourned.

Attest:

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Thomas Ackel, Secretary