Capital outlay funds needed

TPPC plan outlined

Twin Parish Port Commissioners, staggering from the capital outlay debacle suffered this year at the hands of a money-tight Treen administration, are proceeding cautiously with their three-year port development program.

The TPPC plan - which provides for land acquisition, dredging, bulkheading and road and port construction - will, according to TPPC engineer Elray Schexnайдer, require capital outlay funding over the next three years of approximately $3,899,000.

Funding pre-applications, according to Schexnайдer, have been filed with the governor's office, division of administration, and all is going well for submission under the Jan. 15 state-imposed deadline.

"Funding requests not submitted by then just don't get budgeted," Schexnайдer told Twin Parish Commissioners during their regular meeting Thursday night in Delcambre.

According to the plan outlined by Schexnайдer, first-year, or 1982, capital outlay funding requests total approximately $400,000, money to be used to purchase 25 acres of land at a site in the port of Delcambre and another 25 acres parcel at the Boston port site.

TPPC has options to purchase the Delcambre and Boston acreage for $150,000 and $250,000 respectively.

As Schexnайдer reported, second-year capital outlay funding - amounting to $545,000 - will, if appropriated, be used for port development and primary dredging.

Third-year capital outlay funds totaling $2,904,000 will go for bulkheading and construction of access roads.

The engineer, in updating commissioners on the status of project funding, said the funding application is divided into:

TPPC --

port sites. "If the reviewers find themselves short of money, they can fund any part of the program," Schexnайдer said.

The funding application, the deadline for which is January 15, will now go through a reviewing period with the governor's budget committee. Here the TPPC plan will be worked into the 1981 capital outlay budget in toto or trimmed and funded in parts, according to the dictates of the committee.

Schexnайдer told commissioners of a meeting he'd had with several top state officials during which the idea of a bond election was tossed about.

The TPPC engineer told state officials, including Rubba Henry, that, at present, the climate for such issues was bad. He even noted the failure recently in Iberia Parish of a similar bond issue.

The port concern, created in 1958 as the Delcambre Port Commission, currently holds purchase options on 50 acres of prime waterfront land. The options stem from a 1979 Coast Zone Management grant for feasibility studies in the two port development areas: 25 acres at the Port of Delcambre and another 25-acre plot at the Boston Port site.

According to Schexnайдer, the proposed site development at Delcambre is two-fold.

The facility will accommodate the docking of shrimp boats and will also serve as an inland barge facility to service the rapidly developing offshore oil and gas industry. Schexnайдer anticipates this facility will create approximately 150 new jobs and will add about $1 million annually to the seafood market hereabouts.

Capital Outlay funds totaling $150,000 will be needed to acquire this 25-acre plot for future port development.

The $250,000 required to purchase the acreage at the Boston port site will be used to construct a major inland barge facility.

The project, according to Schexnайдer, will alleviate the distress of rapid expansion of industrial development due to increasing oil and gas exploration which has created a shortage of available facilities.

The area of proposed development is centrally located to existing and future oil and gas fields, thus providing savings in energy and manhours.

Around 150 new jobs would be created with port development here.