
Southeast Missouri Regional Port Authority:
The Making of a Mississippi River Port
1975 - 2005

Charles David Briggs
and
Kristin K. Smith

Irvin H. Garms, Editor

Dedication

The Board of Commissioners of the Southeast Missouri Regional Port Authority

gives thanks and recognition to the following companies for their substantial donation of funds, services, and materials used in the development of the Port:

Buzzi Unicem (formerly Lone Star Industries Inc.)

Luhr Bros., Inc. – Tower Rock Stone Co.

gives thanks and recognition to the businesses which lease land and operate at the Port :

Consolidated Grain & Barge
Girardeau Stevedores and Contractors Inc.
Midwest Agri-Chemico / First Missouri Terminals
Missouri Fibre Corporation
SEMO Milling LLC

gives thanks and recognition for the funds provided by:

Ameren Community Development Corporation (CDC)
Missouri Department of Economic Development
Missouri Department of Natural Resources
Missouri Department of Transportation (earlier MHTD)
Ozark Regional Commission
Southwestern Bell Telephone Company
U. S. Army Corps of Engineers
U. S. Delta Regional Authority
U. S. Dept of Agriculture, Rural Development
U. S. Dept of Commerce, Economic Development Administration
U. S. Dept of Homeland Security, Transportation Security Admin.
U. S. Dept of Transportation, Federal Railroad Administration
U. S. Federal Emergency Management Agency

Semo Port is very grateful for this support and assistance.

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Members of the Board of Commissioners

alphabetical listing, see Appendix 1 for details

<u>name</u>	<u>service dates</u>		<u>number</u>
Arnold, R. Chap	1994	1995	29
Bess, William	1991	1996	25
Blattner, Charles F.	1980	1991	10
Boyer, Phil	1998	2003	38
Brannock, John	1987	1991	19
Buhs, Raymond G.	1982	1986	14
Buhs, Raymond G.	1993	1993	27
Deimund, Linder	1975	1983	7
Dement, Gene	2005	present	46
Dement, Kenneth	1983	1984	15
Dillon, W. K.	1988	1989	20
Dillon, W. K.	1992	1992	26
Dillon, W. K.	1993	2002	28
Dunklin, Maurice T.	1975	1980	4
Earley, Robert J.	1975	1979	3
Fischer, J. Ronald	1995	present	35
Gambill, Joe	1994	1994	30
Garms, Irvin	1991	present	24
Hunter, Jackson	1975	1982	6
Keene, Mysie S.	1981	1994	11
Kielhofner, Bob	1999	1999	40
Kielhofner, Bob	2002	2003	42
Kielhofner, Bob	2004	present	45
Kinder, Peter D.	1986	1992	18
Kluesner, Mark	2006	present	47
Limbaugh, James P.	1984	1988	16
Limbaugh, James P.	1988	1993	17
Marshall, Mike	1996	present	36
Modglin, H. Alvie	1982	1987	12
Modglin, H. Alvie	1989	1991	23
Penzel, Gene	2004	2005	44
Pfefferkorn, E. Mike	1975	1986	9
Potashnick, M. D.	1982	1998	13
Puchbauer, Kent	2000	2001	41
Puchbauer, Kent	2002	present	43
Roth, Raymond	1975	1982	5
Rudesill, Cliff	1995	1995	32
Rushing, C. W.	1975	1988	1
Seier, A. J.	1975	1984	8
Surman, Fred, Jr.	1987	1994	21
Talley, Carl	1995	1997	34
Taylor, C. B.	1975	1987	2
Thompson, John	1995	present	31
Uelsmann, Harold J.	1998	1998	37
Uelsmann, Harold J.	1999	present	39
Whitaker, Ron	1995	2004	33
Winchester, W. H.	1987	1998	22

Foreword

During the year 2000, Semo Port (the Southeast Missouri Regional Port Authority) passed its 25th anniversary. Appropriate ceremonies and celebrations were held, including a large outdoor dinner and a ride on the Corps of Engineer's inspection boat.

In the years since, members of the Port's Board of Commissioners have noted that it would be good to have a history of the Port and its development. Many detailed records are available, such as Board minutes, but some early records no longer exist. Collections of papers pertaining to the Port have been donated by the family of former Chairman Woody Rushing and by Judge A. J. Seier.

In 2004, Irvin H. Garms proposed to the Board that a historian be contracted to write the history of the Port, with particular emphasis on the early years. A number of the early members of the Board of Commissioners had passed away, and the efforts and struggles of those early years needed to be memorialized for the benefit of future Port Commissioners. The History Department of Southeast Missouri State University was contacted, and Charles David Briggs was recommended for the assignment. Mr. Briggs conducted research and prepared the first manuscript.

Mr. Briggs' paper did an excellent job of highlighting the early years of the Port and also created a desire among the Board of Commissioners for a more extensive history, one that included details from recent years. The challenge, of course, was how much to include in what was necessarily a summary. To expand the history, Ms. Kristin K. Smith, a college student recommended for her research and writing skills, was hired during the summer of 2005 to prepare yearly summaries from the Board minutes and other records.

As the history was being written, the development work of the Port continued. The history project did not always receive the highest priority among other tasks.

Mr. Garms stepped forward and agreed to help shepherd the history to completion. As the Board's most senior member (serving since 1991) and as Construction Committee Chairman for nearly all those years, he has an intimate knowledge of the Port's development, construction and facilities. Not only has he been present for 15 years of the Port's history, he provided leadership and guidance to successive Commissions and personally helped shape much of what exists today at the Port. Even so, he has always been most respectful of the Board, encouraged cooperation in its governance of the Port, and worked well with the many other highly qualified people serving as Commissioners.

Mr. Garms has been assisted by Ms. Carol Weinrich in the preparation, editing and revising of the history. Her professional skills have been most helpful in bringing the project to completion.

The information presented in this history is primarily taken from the Minutes of the meetings of the Port's Board of Commissioners and from other Port records. Some information was collected in personal interviews by David Briggs, and some was added from other interviews of Board members and employees. The Port does not take responsibility for opinions and recollections, since they are subject to individual interpretation. The history's facts, dates, events, and amounts are given as accurately as possible for available records.

Herewith is presented this history of the Port's first 30 years, on behalf of the Board of Commissioners of the Southeast Missouri Regional Port Authority.

Daniel L. Overbey, Executive Director

Port Objectives

The objectives of Semo Port as stated in the Comprehensive Plan (1995, 1997):

1. Attracting industry, creating jobs, and promoting investment at the Port and in the surrounding region;
2. Attaining financial self-sufficiency for the Port Authority; and
3. Earning a return on the taxpayers' capital invested in the Port, so that the Port can fund additional improvements and future expansion.

Part I:

A Brief History of the Port

by Charles David Briggs

Chapter 1.

The 1970's: Forming the Port Authority

The origin of Semo Port was embodied in legislative actions during 1973-1974 in the Missouri Legislature. State Senators Edward T. Linehan and Donald J. Gralike, representing districts that included parts of the City of St. Louis, introduced the initial proposal for a river port. Senate Bill 326 was introduced March 1, 1973, as "An Act relating to a port district in certain cities," and seemingly focused on the creation of a port authority only for St. Louis. After committee hearings, SB 326 was passed on May 16, 1973 by a unanimous vote and was referred to the House.

The House version (House Bill 1646) provided for additional port districts. State Senator Albert M. Spradling, Jr. of Cape Girardeau amended the bill to allow any Missouri city on the Mississippi River the legal right to establish a port district. The amendment identified Cape Girardeau, New Madrid, Caruthersville, and Hannibal as cities that could seek agreement with the Corps of Army Engineers for barge loading and unloading facilities. Senator Spradling was quoted in the *Southeast Missourian* newspaper as saying "It will mean millions of dollars to our community ... as well as two hundred jobs."

The new law was passed by the Legislature and signed into law by Governor Christopher "Kit" Bond on August 13, 1974. It became Chapter 68 of the Missouri Revised Statutes and states, "Every city or county which is situated upon, or adjacent to [the Mississippi River] ... is hereby authorized to form a port authority, and ... the port authority shall be a political subdivision of this state." The port authority is the government organization which operates a port district.

Even before Chapter 68 became law, the idea of a southeast Missouri port authority interested many local residents. On May 23, 1974 supporters met at the Sikeston Ramada Inn to discuss the establishment of a port authority in the region. One of the chief proponents among those present was **C.W. "Woody" Rushing** of Cape Girardeau, operator of Missouri Dry Dock and Missouri Barge Lines. He was a strong supporter of water transport and a leading visionary in the port's founding. An air of optimism permeated the meeting. When discussing potential financing, the group declared, "Rentals at the end of the third year should be sufficient to carry out operations from then on."

In June, the Bootheel Industrial Development Council sponsored a meeting of interested parties. At the meeting, the mayor of Cape Girardeau, Howard Tooke, declared, "plans are being made to submit an application to the state to establish a port authority, but co-operation with any other interested counties will be vigorously sought." (*Southeast Missourian*)

Organizational committee meetings continued through the summer and early fall of 1974. The most important decision was reached August 12, 1974 when representatives from both Cape Girardeau County and Scott County arrived at a consensus to establish a regional port authority.

(*Southeast Missourian*). Chapter 68 allowed an individual county to establish a county port authority, and two or more counties acting together could establish a regional port authority.

The County Agreement of September 19, 1974 approved creation of a regional port authority and said the "Counties will cooperate to promote the general welfare, to encourage private capital investment, to endeavor to increase the volume of commerce, and to promote the establishment of a free trade zone within the Regional Port District." An application was made to the Missouri Highway and Transportation Department (MHTD) for State approval.

Finally, on November 12, 1974, the application was approved by MHTD. The new political subdivision would have certain powers as enumerated in Chapter 68 over the Missouri side of the Mississippi River in Scott and Cape Girardeau Counties. A newly created Board of Commissioners could now focus their effort on the enormous amount of work needed to actually construct a port facility.

The first official meeting of the Southeast Missouri Regional Port Authority took place on December 9, 1974. As previously decided during the many coordinating meetings, the County Courts of Cape Girardeau and Scott each appointed four representatives to the board. The Board of Commissioners consisted of:

<u>Cape Girardeau County</u>	<u>Scott County</u>
C. W. Rushing	C. B. Taylor
A. J. Seier	Raymond Roth
Robert J. Earley	Jack Hunter
Maurice T. Dunklin	E. Mike Pfefferkorn

The ninth member of the Board, selected by the eight appointed representatives, was **Linder Deimund** from Cape Girardeau. Officers of the Board were elected for one-year terms. Those elected to guide Semo Port during its formative stage were:

President	C. W. Rushing
Vice-President	C. B. Taylor
Secretary	A. J. Seier
Treasurer	Raymond Roth

There was an incredible amount of work to prioritize and initiate to bring the Port to fruition: obtaining an economic feasibility study, hiring an executive director, selecting a location, and above all, securing funding for the implementation costs.

The magnitude of the project became more evident during 1975 and 1976. It became obvious that significant time would be required to achieve the Board's priorities. In March of 1975, **A. J. Seier** (Board Secretary) met with the State Community Office. Three studies would be needed before federal funds could be made available: (1) a "recon" study of proposed port locations; (2) an environmental impact study; and (3) an economic feasibility study. They would take significant time. The Board was under the impression the Army Corps of Engineers performed the economic feasibility study, but learned that the Corps' jurisdiction extended only to ruling on the impact of the proposed port site on navigation.

Lack of financial support was a problem. Board members solicited local banks for funds to cover clerical, communication, and travel expenses. Contributions were made by several local banks: First National Bank \$1600, Farmers & Merchants Bank \$2000, Bank of Chaffee \$280, and Bank of Illmo \$250.

While it was frustrating that no actual construction took place during 1975-1976, some very basic steps were accomplished.

Early in 1977, the Board of Commissioners approved a contract with Delta Engineering for an economic feasibility study and site selection. The Ozark Regional Commission underwrote the cost. The Ozark Regional Commission, like the Bootheel Industrial Development Council, worked to attract industries and assisted in economic development in southeast Missouri.

Six of the sites originally considered for the Port's new facilities were the Little River Diversion Channel, Indian Creek, Powers Island (near Commerce), the Shell Oil Terminal in south Cape Girardeau, the area near Marquette Cement (now **Buzzi Unicem**), and the vicinity of Hanging Dog Quarry. The site search continued until the early part of 1979 when the list was narrowed to three possibilities: (1) Diversion Channel; (2) an area owned by the Juden Trust and Leming Lumber; and (3) Gray's Point, owned by West Lake Quarry.

In 1978, **Woody Rushing** told the Cape Jaycees "it is hoped to make the Diversion Channel navigable up to Interstate 55 and raise the elevation on the north side for industrial development." (*Southeast Missourian*) However, the Corps advised the Board "that the Missouri Pacific Railroad bridge spanning the Diversion Channel is a very serious problem to the development of a harbor there," thus eliminating one of the earliest proposed locations. Also, significant costly fill would have to be placed to prevent potential flooding of industrial sites. The Juden Trust area was considered too small to allow full development of a port.

The Board selected the Gray's Point location. Charles Clodfelter negotiated with West Lake Quarry for the lease as part of new duties as the first Executive Director of Semo Port. He joined the Port in January 1978. In an unusual move to fill the critical position yet save money, Clodfelter suggested he work part-time for Semo Port while continuing to act as Executive Director of the New Madrid County Port. In a January 16, 1978, letter to **C.W. Rushing**, he said, "I believe ... I can share my time with both parties, bringing both areas of economic development to a point in time when either party may desire a full-time executive director." Semo Port accepted the proposal because the project was now in a period when coordination of daily activities was beyond the scope of a once-a-month board meeting. An office was opened for Clodfelter's use at 1412 Main Street in Scott City, located at the rear of the Key Realty office.

On August 14, 1979 a contract was signed for a 99-year lease of 200 acres from West Lake Quarry and Material Company. The *Southeast Missourian's* newspaper coverage of the signing was positive, enthusiastic and optimistic. It said the "agreement will free federal funds, allow the construction of docks, warehouses, and other facilities ..." Mr. Melvin Glueck, speaking on behalf of the Scott County Court, stated, "I can foresee a time when this entire area between Scott City and Cape Girardeau is filled with industry."

Clodfelter was extremely optimistic in his view of the future. As reported in the *Southeast Missourian*, he declared "Construction of docks and other facilities is expected to begin in 1980, completely operational by 1983, and self-sufficient by 1986, at a cost of an estimated \$2.5 million." "We are looking at millions of dollars in construction over the next several years." Clodfelter could be excused for his exuberance as the lack of a specific location had undoubtedly dissuaded potential clients.

With the Port location issue now resolved and an Executive Director in place, the search for financing received full attention – even though funding the Port project had been uppermost in each Board member's mind since the first meeting. In early 1976, Chairman of the Board **Woody Rushing** advised that it appeared the federal government budget "had eliminated monies for projects such as ours." Later, in April 1976, the Corps of Engineers informed the Board that the required "recon" study of the Port's harbor location had been approved and was now in Washington, D.C., but money would not be available until October 1977 to conduct the study.

There was other preliminary work to be done -- the economic feasibility study, site evaluation, and engineering groundwork. Several agencies provided assistance. The Ozark Regional Commission picked up the cost of preliminary engineering work. Requests for financial

assistance were directed to the Missouri Highway and Transportation Department (MHTD) and to the County Courts. **Maurice Dunklin, Bob Earley**, and later **Mike Pfefferkorn** and **Jack Hunter** were assigned by Chairman **Rushing** to contact financial institutions in the local area for support.

Scott County and Cape Girardeau County each responded with \$15,000 to pay the Port's expenses. In 1978, Semo Port received its first MHTD administrative grant in the amount of \$34,201 as part of a statewide program for port authorities. In November 1979 the Board discussed construction funding. It was anticipated that funds would come from the Ozark Regional Commission (30%), the U. S. Department of Commerce's Economic Development Agency (EDA, 50%), and MHTD capital improvement grants.

At the December 1979 Board meeting, Delta Engineering posed three scenarios for Port development. The first was a \$25 million full-scale port on the Gray's Point tract including an access road, port office, piers, floating dock, rail connection to the Missouri Pacific Railroad, and a rail spur to the dock. The second proposal, at \$10 million, excluded the floating dock. The third proposal included only a basic dock facility at a cost of \$500,000.

At this early stage, there seemed to be no lack of potential clients, which gave a very favorable basis for the economic feasibility study. Prospective lease contracts with clients could provide enough cash flow to attract additional funding from government agencies like EDA to construct a facility. At various times following announcement of the Port's formation, several companies expressed interest in locating there or using the Port to transfer their cargo. A tank storage company, a business handling bulk dry material, a metal fabricator, an aluminum plant, and a structural steel company were among the industries making inquiries. The problem resided not so much with lack of prospective clients but, again, with obtaining funds to begin construction. In July 1980, Mr. Adair Hardy, a consultant hired by the Board, described results of a survey sent to potential clients. There were "64 responses from 300 questionnaires, with 30 favorable.... five companies indicated land requirements up to 18 acres." Hardy believed the "surveys show bona fide viable need" and [he] "projected 50,000 tons for first year with rapid growth."

Despite Hardy's rosy forecast, funding remained problematical. Reports from EDA were not optimistic and at the March 9, 1981 Board of Commissioners meeting Executive Director Clodfelter said "chances for securing a \$4 million Economic Development Agency grant applied for in January do not look good because of the Reagan administration's budget cut proposals" (*Southeast Missourian*). A reporter covering the meeting for the *Southeast Missourian* indicated "The support facilities needed before industries begin locating on the site are an access road connecting with Route N, rail access to Missouri Pacific lines, and water and sewer service."

There was noticeably no mention of plans for a barge loading/unloading facility. The Corps of Engineers, in March 1978, dealt a hard blow to earlier prospects of a harbor when it halted the navigation feasibility study after determining that the cost-benefit ratio was below 1:1 (*Southeast Missourian*). The Corps received additional monies in November 1981 to restart the study at the instigation of United States Congressman Bill Emerson, whose district included Cape County and Scott County.

According to **A.J. Seier**, Secretary of the Port Board, "A favorable report will allow the Corps of Engineers to dredge the new slackwater harbor." **Seier** added that the restart of the navigational study "should have a positive effect on a \$3.5 million federal grant which, if approved, would be used in building an access road to the port, and equipping it with railroad lines, and water and sewer" (*Southeast Missourian*). The promise to reintroduce the required survey was undoubtedly good news but only a first step in a long process before the actual digging of a harbor.

Chapter 2.

The 1980's: From Plan to Reality

There was no lack of effort, perseverance, creativity, or improvisation as the Southeast Missouri Regional Port Authority entered the 1980's. True, seven years had elapsed from its founding to the first barge loading. The length of time was no doubt a frustration to the members of the Board and, as yet, there was still no source for large-scale financing of the project. On the other hand, there were accomplishments: a functioning Board of Commissioners, an Executive Director to handle administration and pursue potential clients, property for the Port, grant applications submitted, and a master plan. The master plan consisted of the options previously described, ranging from a very basic arrangement that provided docking, loading/unloading equipment, and a truck-friendly access road to one or both fixed and floating docks, rail connections, and preparation of land for industrial clients and storage facilities. Prospects for the Port's success continued to be viewed optimistically but shortcomings in terms of rail and road connections had to be acknowledged.

Charles Clodfelter was hard at work attempting to solidify a unique contract with a prospective client, an energy company that wanted to locate at the Port. In a January 1981 letter to the Board, Clodfelter reported the company "will pay an aggregate basic lease" on 20 of the 56 acres it intended to use "with remaining 36 acres paid on an annual basis." Clodfelter explained that the aggregated funds would be used to "finance access road right-of-way acquisition and access road construction." The agreement, however, would require Semo Port to issue bonds in the amount of several million dollars to build the infrastructure needed by the client. In February 1981, the Executive Director expressed his belief "the decision of the company to locate here is not definite, it looks good ... would mean construction of the Port could be under way this year." (*Southeast Missourian*)

Clodfelter outlined future plans for the Port's development. He described plans to add 580 acres which would increase the river frontage north to the Diversion Channel's mouth. Clodfelter explained, "the Port will save transportation costs for not only those industries which locate there, but inland industries and other businesses which can take advantage of cheaper barge shipment rates." (*Southeast Missourian*) Although the Port was permitted to issue bonds, there was no potential income level adequate to pay the bondholders; accordingly, the negotiations collapsed. At this point in time, primarily due to problems and delays in raising money through the grant process, the Port remained a vision yet to be recognized in reality.

There was, to be sure, a quick glimpse of reality – the first use of the Port's new temporary dock on a tariff basis. On October 29, 1981, Timber Export Products of Altenburg MO loaded a barge with lumber. The lumber was en route to West Germany via New Orleans, the first of what TEP believed would be weekly shipments over the course of a year.

Timber Export Products paid Semo Port a tariff of \$0.30 per ton. (*Southeast Missourian*) Since the Port leased the land at the dock from West Lake Quarry, the quarry was paid five percent of the gross receipts of any loading/unloading operation. The Port dutifully sent West Lake a check of \$7.32 for the first log shipment. Charles Clodfelter advised the Board that the stevedoring company, Continental Warehouses of Missouri, loaded the 206 tons log shipment.

The road and ramp at the temporary dock had been built by Bond & Co. of Scott City. A portion of the work was performed by the Cape Girardeau County Sheriff's Office through its Prisoner Work Program. Semo Port supplied the necessary work tools. The itemized bill for tool expense totaled \$289.39 for axes, shovels, rakes, wheelbarrow, and work gloves. Such was typical of the early days of the Port. Attention was paid to saving money wherever possible. This was a necessity, since the Port lacked even the most basic of equipment.

Use of the temporary dock continued in late 1981. Having loaded the first outgoing barges in October, another "first" occurred on December 15 when an inbound cargo of 750 tons of iron sulfate was off-loaded from barge to truck. The iron sulfate powder, used as fertilizer, arrived from West Germany and was destined for Q.C. Corporation's new plant on Nash Road (Route AB) west of Interstate 55. (*Southeast Missourian*)

On a more serious note, Executive Director Clodfelter advised the Board of problems surrounding that milestone. Weather and river conditions were horrible at the time of unloading, which could not be helped, but the "temporary ramp was far from adequate for efficiency." Union picketing at Continental Warehouse "by the Operators Union was actually against Semo Port. It caused Continental to lose two trucking firms for hauling iron sulfate." The loading and unloading of barges at the temporary dock proved the Port's ability, but a permanent installation was needed.

The Port continued to handle the transfer of barge cargo on a small scale through the first year of actual operations. Clodfelter reported that the combined tonnage of iron sulfate, logs, fertilizer and coal for the first 15 months through December 1982 resulted in tariff income of \$12,037. That was surely a far cry from the glowing prospects originally anticipated but it was a start. Revenue was received from unexpected sources, albeit in very small amounts. Marshall Pobst, a local farmer, grew soybeans on Port property, and paid the Port \$1,323 for 1980-1982. Another moneymaking project allowed Westvaco Paper Mill to cut logs from Semo Port's leased property and haul them to a paper mill in Kentucky. Certainly no stone was left unturned in the Port's efforts to raise funds.

The Corps of Engineers continued to make progress on its navigational study, which would lead to an appropriation of \$850,000 needed to begin construction of a harbor. Still, the temporary dock needed to be upgraded immediately. The most critical need was to improve accessibility for trucks to the site. The road to the Port (now called County Road 301) was single-lane gravel road, narrow and very hilly, with two sharp right-angle turns. It ran from Route N (east of Scott City) to the West Lake Quarry entrance. Inside the quarry, it ran alongside the top wall of the quarry pit, which was about 300 feet deep. The road was so difficult to drive that **Woody Rushing** installed a convex circular mirror on a tree at the first right-angle turn. It was a mirror like those used in stores to prevent shoplifting; he used it to prevent truck accidents, since two trucks could not pass at the turn.

The Board was well aware of the road's shortcomings, having received an estimate of \$42,000 for survey and road design as far back as March 1981. A new access road – a highway – was needed, but what is now Missouri Route K took many years to build.

In January 1983 it was reported that the 23 acres of property needed for a new access road's right-of-way would cost \$34,500 plus \$5,000 for two additional acres at the connection with Highway N. The search for funding went on, but this time good fortune smiled on Semo Port. At the February 1, 1984, meeting, Chairman **Rushing** announced that the Port would receive \$34,500 to cover the cost of the survey and right-of-way purchase as part on a bond issue

passed by the State Senate (*Southeast Missourian*). Finally, in May 1984, the Missouri General Assembly approved \$711,600 for construction of the access road to be financed from capital improvement bonds.

Executive Director Clodfelter explained the critical need for the new road because “the present road does not lead to where the [new] facilities will be located.” The dock, a water line, and other essentials were expected to be funded by a grant from the U.S. Department of Commerce’s Economic Development Administration (EDA). The approval for the new access road was timely. A discussion at the February Board meeting revolved around the knowledge that a client was considering unloading fertilizer at another port because of the “horrible condition” of the county road.

There was competition for barge traffic among terminals and it was not always straightforward. Chairman **Woody Rushing**, at a Board meeting in early 1984, described one attempt by a competitor to obtain new business. He recounted the saga of a barge of fertilizer for Semo Port which was delayed when a towboat took it to St. Louis by mistake. After its eventual delivery to Semo Port’s dock, the unloading crane “walked out of its track on the frozen ground and the ice froze the barge in place.” The Port “had to have Missouri Dry Dock free the barge and Missouri Dry Dock approached about the only client that we have left and told them that they would like to have his business” (*Southeast Missourian*). While **Woody Rushing** had managed Missouri Dry Dock earlier in his career, at this time he was retired and not affiliated with the company. At the same 1984 meeting, Executive Director Charles Clodfelter took the opportunity to announce his impending retirement.

Work on the new access road moved slowly. Bad weather halted construction for nearly four months in the fall of 1984. In July 1985 about 100 feet of roadway slid, dropping three feet or more, requiring repairs. Problems were also encountered with grading to state standards and removal and replacement of 2100 feet of guardrail. It was necessary that the road meet MHTD standards so it could be given to MHTD and operated as part of the State highway system for ongoing maintenance. The completion of the new road’s paving was announced at the September 1988 Board meeting.

After four years of weather delays, construction delays, and corrective changes, the access road still “did not go gently into the night.” At the same September Board meeting it was evident that there was some misunderstanding regarding the paving of driveways for several residents along the road. The Port’s agreement to pave apron strips (driveway entrance sections) kept neighbors happy. The new access road, now designated as Route K, was officially accepted by the State of Missouri in October 1989. Directional signs – large green reflective signs identifying “Southeast Missouri Regional Port Authority” -- were installed on Interstate 55 north and south of the Scott City interchange.

Another vital long-awaited piece of the Port puzzle came to fruition in the late-eighties. The Corps of Engineers, after completion of all studies, advised it would start actual construction of the slackwater harbor in the summer of 1987. The estimated completion time was one year. The Corps allocated \$2 million to construct the 1800’ harbor. By November 1987 work had progressed to the point that dredging was 54 percent complete. Earth bank slides in January and February 1988 required further repair work by the Corps. By April 1988 harbor construction was completed and turned over to Semo Port.

In the meantime, bids were solicited from contractors for construction of a dock to be located midway on the harbor’s south side. The dock would be 350 feet along the harbor and 220 feet wide, built of steel Z-pile walls and steel tie-backs, backfilled with crushed stone. Above the design bottom of the harbor (elevation 296), the dock would rise 51 feet. The pilings would extend about 40 feet below the harbor’s bottom. The contract was awarded to Continental Construction for \$2,269,000. Dock work proceeded promptly but just as promptly ran into a snag. July 1988 Board minutes reported a slide in area of dock (*Southeast Missourian*). Work was

halted while the Corps repaired the slide, the saving grace being that the Corps would absorb the cost of repairs.

In the midst of work on the access road and dock, then United States Senator John Danforth toured the Port and applauded the efforts. Danforth, a member of the Senate Commerce Committee, complimented the Commissioners “for their vision of the future” and observed “the Port was bucking the trend by staking its future on the ability to conduct trade.”

Enough cannot be said of the energy, enthusiasm, determination, and patience of those who served on the Port’s Board of Commissioners. The Board consisted of nine members: four appointed by Scott County, four appointed by Cape Girardeau County, and the at-large member selected by the appointed eight. Board members served for terms of four years. Officers were elected for a one-year term. Board members performed a myriad of essential tasks and assignments to get the Port off and running, as well as planning for near-and long-term development. For example, Board members toured all potential locations during the site search in 1977. They solicited local banks for “seed” money, met with potential clients, held discussions with state and regional agencies, and conducted public forums to provide information on progress of the Port.

Commissioners visited ports in other states to gain perspective. A key principle evolved from visits made by Chairman **Woody Rushing** to Memphis TN and Greenville MS. The Port of Greenville apparently owned no land in its name. Rushing recounted that on his visit to Memphis he was advised “Don’t sell any property – lease it because the first thing you know you have sold it all and you don’t have income ... [the] Port Authority should own the railroad spur.” Moreover, if the properties around the harbor were sold and resold, over time the land owners might have no connection to barge traffic and the Port would have no income to maintain its facilities.

Every Board member contributed to the Port’s progress in some manner. **Ms. Mysie Keene**, then Board Secretary and later to become Chairman, recommended a marketing plan be adopted for the entire port district stretching from Mile 25.4 to Mile 75 on the Mississippi, not simply the Port harbor facility alone. **Peter Kinder**, a Commissioner (and future Lieutenant-Governor of Missouri), took the lead in having a color marketing brochure prepared and a new logo for Port letterhead. Several Board members planted oak trees on Marquette Island, 31 acres of which had been purchased by the Port to serve as wetlands mitigation. Located mid-river north of the Port site, the land on the island was part of an environmental agreement with several agencies.

Perhaps the only noted (or at least recorded) dispute within the Board occurred at the end of 1987. The issue revolved around the status of the Member at Large Commissioner. There was no formal procedure for alternating the position between the two counties. Since the first Member at Large was elected by the other eight Commissioners and happened to be from Cape Girardeau County, appointees from that county held the position for 14 out of 15 years. Several remedies were discussed. Ultimately, the Port’s Bylaws were amended so the appointment of the Member At Large alternates between the two counties, each appointing the position for a two-year term.

A major responsibility of the Board was hiring the Executive Director, a person who served as a full time administrator, project coordinator, sales person, and grant proposal initiator combined. Charles Clodfelter held the position until his retirement in the spring of 1984. The Board then selected Thomas E. Cooley as the new Executive Director. Tom had served previously at the Port of Hickman KY. He immediately found himself heavily involved in the Port’s primary area of weakness, finding a more permanent source of funds for capital improvements.

Raising funds for further development of Semo Port infrastructure was undoubtedly the Board’s most critical concern. Prospective clients continued to locate elsewhere due to the lack of facilities and services at Semo Port. In March 1984, for example, the Board discussed a plastics manufacturing company, a wire fencing company, and a major steel company (which wanted

space for storing stainless steel coils). All such companies represented potential revenue lost because funding for Port improvements was unavailable or was contingent on “matching funds” that the Port could not provide.

The Board decided to pursue a new approach, one that would provide a much greater level of funding compared to seeking small individual grants. Port improvements could be built, financed temporarily by bonds, and the bonds paid using sales tax revenue. This program could provide the large amount of funding needed to move Semo Port to a higher level of development.

It should be remembered that the Port had a harbor, a dock, and a single gravel road through the middle of the Port land south of the harbor. There was a water line but no sewer system. It had no paved streets, no railroad tracks, no electric service, and no natural gas service. The “industrial sites” around the harbor were below flood elevation and would require expensive fill (and construction time) to bring them into usable condition.

In February 1985, the “Committee for Growth and Progress” began a campaign to support a sales tax in the two counties. The Committee, with the Port Board’s support, recommended a one-quarter cent sales tax to run for four years. It was estimated the tax would provide \$6 million to build Port improvements. Citing the positive characteristics making the Port an excellent location for investment, Committee member and Port Board member **James Limbaugh** emphasized “Many of us are very strongly of the opinion that this project offers us far and away the brightest prospect that we have ever had for economic development, jobs, growth and increased opportunity for everyone in our area.”

In an interview concerning the sales tax proposal, Executive Director Tom Cooley stated the “potential for the Southeast Missouri Regional Port Authority is the greatest of any port in Missouri.” He described a state study indicating “the potential was the greatest here because of the area’s industry, its transportation and overall services, and its work force.” Cooley said the “area is ideal for a port because it is situated near the confluence of the Mississippi and Ohio rivers. It also would be the most northern ice and lock free harbor on the Mississippi” (*Southeast Missourian*).

The Chambers of Commerce of Jackson, Cape Girardeau, and Sikeston supported the sales tax proposal. According to the news article, the revenue derived from the sales tax would be used in conjunction with a grant of \$1 million from the U. S. Economic Development Administration as well as \$500,000 from a Community Development Block Grant (Missouri Department of Economic Development). On March 5, 1985 the voters overwhelmingly approved the passage of the tax measure by margins of over 70%. (*Southeast Missourian*)

With a solid source of capital improvement funds, Semo Port completed the access road, harbor, and dock projects as described earlier. At the December 1985 meeting, the Board authorized issuance of \$4.85 million in bonds to be repaid with sales tax revenue. Stephen Strom, attorney for the Port, said “the plans call for \$2,180,000 of the bond money to be used for construction of the slack water harbor, \$871,000 toward construction of dock facilities, \$1,350,000 toward installation of a railroad spur to the Port, and \$77,900 for paving of the access road” (*Southeast Missourian*).

With the new access road, harbor, and dock under construction and nearing completion in 1988, other significant events were taking place that merited attention. At the March 1988 Board meeting, **C.W. Rushing** announced his resignation. He had served as Chairman of the Port’s Board of Commissioners since its founding in 1974, guiding the Port through its infancy in what were often times of frustration and slow progress. **Charles Blattner** was elected by the Board to serve as Chairman.

In another change that left some Board members “stunned”, Tom Cooley resigned as executive director in June 1988. He left to assume two part-time positions, one as Director of the Cape

Girardeau Regional Commerce and Growth Association and the other as Manager for Lorimont Development, a private company. Board Chairman **Charles Blattner** praised Cooley for his four years as Executive Director. **Blattner** said Cooley "has tirelessly worked to help bring the Port from a 'vision of a dream' to where we are today" (*Southeast Missourian*). Only two months later, Chairman **Blattner** was able to announce the hiring of Allan A. Maki Jr. to become the new Executive Director. Maki, one of seventy job candidates, had served as an attorney for the Port of New Orleans. **Blattner** said "We like his maritime background as well as his past economic development experience" (*Southeast Missourian*).

With new leadership on the Board and in the office of Executive Director, Semo Port was poised to enter the decade of the 1990's in a solid position to complete and expand the basic building blocks of port operation it had achieved in the 1980's.

Chapter 3.

The 1990's: Building and Growing

The Southeast Missouri Regional Port Authority achieved a number of milestones early in the 1990's decade. With a facility now capable of effectively handling increased barge traffic and cargo transfer services, the Port was in a position to offer land for use by businesses. On March 12, 1990, Semo Port welcomed the first tenant, Midwest Agri-Chemico. A wholesale distributor of farm fertilizers, it signed a lease agreement for 2.6 acres including 200 feet of frontage on the harbor. Midwest Agri-Chemico had previously used Port facilities to transfer fertilizer from barges to trucks. Chairman **Blattner** "praised the commitment and foresight of past board members ... and voters who in 1985 approved a quarter-cent sales tax to help fund the first phase of development" (*Southeast Missourian*). Cape County Presiding Commissioner Gene Huckstep was hopeful of additional tenants and declared, "There have been a lot of ups and downs with the development of this port, but we have never wavered in our commitment to the port authority. We are proud that this day has arrived."

A key component of future port operations was added in April 1990 when Girardeau Stevedores and Contractors, Inc. (GSC) signed a contract to lease the newly completed dock. GSC would operate the dock as a public terminal, providing barge loading and unloading services to any customer. State law (Chapter 68 RSMo) encouraged private operation of port terminals. Competitive bids were taken from 16 applicants and resulted in the selection of GSC. Chairman **Blattner**, in expressing satisfaction with the decision, said "We believe that their existing experience with and knowledge of the local markets, combined with this new ability to access large-scale shipping and storage contracts over an efficient, new dock facility, will prove to be very beneficial to both parties" (*Southeast Missourian*). Previously the Port had used Continental Terminal and Stevedoring, then later Harrison Construction Company.

The recent completion of the harbor, access road, and dock, plus the announcement of a terminal operator and the first on-site client, was duly celebrated at an official port dedication on April 28, 1990. U.S. Senator Christopher "Kit" Bond, U.S. Representative Bill Emerson, and Brigadier General Arthur Williams from the Corps of Engineers were among the dignitaries attending. All spoke of the "trials and tribulations" encountered in the past 17 years as the Port progressed to its present stage of development. Commissioner **Mysie Keene** did the honors of christening the Port with a bottle of champagne.

The pace of activity quickened in the mid-1990s as cargo tonnage gradually increased and the Port embarked on long-planned improvements. The Board, despite membership changes, always considered a rail connection as vital to the port's future. As early as 1979, Jim Yallaly, a Delta Engineering consultant, included the rail line in two of his three alternatives presented for Board review. It was planned that the rail line would be about one mile in length, extending westward from the harbor area to the nearby Cape Girardeau Branch of the Union Pacific Railroad. Built in 1929-30 as part of the Missouri Pacific Railroad, the branch line ran from Scott

City to Cape Girardeau. A grant application for construction of the Port's rail line was sent to the Federal Railroad Administration in July 1986 and resulted in funding of \$300,000. A 77.6-acre property known as the Statler farm was purchased in October 1989 for purposes of obtaining a right-of-way for the rail line.

A second key to future port growth was direct access to Interstate 55. Trucks traveling between the Interstate and the Port had to drive through Main Street the entire length of Scott City. Growth in Port tonnage would mean continued increases in truck traffic. Even before Route K was completed, a direct route to the Interstate was being explored. A request was made to a Mr. Robert Hunter of the Missouri Highway Commission in April 1985 regarding the extension of Route AB, known locally as Nash Road. It was the next interchange north of Scott City, about two miles on I-55. It served the Cape Girardeau Regional Airport and an industrial park west of the Interstate, as well as several businesses on the east side. An extension eastward to the Port would provide a second entry to Scott City (via County Road 303 or via Route K).

The Board discussed the rail line and the Nash Road extension during its monthly meeting in January 1990. The question was how to prioritize the funding. The first phase of the rail line was estimated at \$1.6 million versus Nash Road at \$3.8 to \$4.0 million (*Southeast Missourian*). The essence of the debate centered on an anticipated large increase in grain trucks traveling to the Port versus the need to have rail transport available to attract prospective clients. Priority was given to the rail line, but attention was given to Nash Road. Contacts continued with MHTD. By the October 1990 Board meeting, Executive Director Maki "reported that the Tri-County Coalition for Highway Development recommended Nash Road extension as 'the project' to be considered by the Missouri Highway Commission."

In August 1990, the Board recognized the years of effort by **C. W. "Woody" Rushing** and named the road through the Port as Rushing Road.

Semo Port gave evidence of its commitment to the area and to the future on March 8, 1991, when the Board paid \$363,000 to West Lake Quarry for 170 acres. The land had been leased previously by the Port. The Port had difficulty attracting businesses as permanent tenants so long as the Port did not own the land and could only sublease it to tenants. The purchase required condemnation proceedings, but a settlement agreement was eventually made and title transferred to the Port. The purchase removed a significant obstacle to Port development.

A major influence in the Port's construction activities was **Irvin Garms**, appointed to the Port Board on May 23, 1991. He became Chairman of the Construction Committee for 1992 and served in that capacity for over 15 years. **Irvin Garms** contributed a world of experience gained in earthmoving, dam building, and highway construction both nationally and internationally. He was the architect of several important agreements between the Port and its neighbor, **Luhr Bros., Inc.** and its related company, **Tower Rock Stone Co.** Alois Luhr, President and owner of the companies, had worked with Garms on several projects earlier in their careers.

Luhr Bros., Inc. was a heavy equipment construction company headquartered in Columbia IL (southeast of St. Louis). It also operated a fleet of towboats, rock barges, marine construction equipment, and dredges. **Tower Rock Stone Co.** operated rock quarries at Grays Point (east of Semo Port) and Ste. Genevieve MO. It provided rock for many **Luhr Bros.** construction projects, including numerous Corps of Engineers river projects, and rock for a network of retail dealers along the Mississippi River and Gulf Coast.

The quarry east of Semo Port was owned by West Lake Quarry, which operated it for many years before leasing it to **Tower Rock Stone**. Later, **Tower Rock Stone** bought the property from West Lake. During the interim years, land agreements required the approval of both parties, but agreements regarding operations were handled solely by **Tower Rock Stone**.

One agreement which Garms initiated involved removing dirt from the quarry, at no cost to the Port, and placing it in the area south and east of the harbor. This provided site fill to make level ground for existing and new businesses. Another agreement provided assistance several times during the Port's construction, including the repair of the harbor banks to prevent further slides.

Other agreements, described later in detail, involved construction projects such as the extension of Nash Road through the Port, East Road, the grain elevator tail track, water and sewer lines, and electric power lines. Later, in 1998, the Board of Commissioners presented plaques of appreciation to **Luhr Bros., Inc. - Tower Rock Stone Co.** for their ongoing help and support of Semo Port.

The first phase of the rail line construction consisted primarily of grading an embankment which was completed in the fall of 1992. CWR Construction from Little Rock AR completed the contract of \$1,676,000. After acquiring rail line right of way and adjacent lands, the Port had over 415 acres for future development. The land included 61 acres purchased from **Lone Star Industries** (later known as Buzzi Unicem), the successor to Marquette Cement.

The vagaries of land ownership often present themselves in unexpected ways. This was no less true for Semo Port than for other construction projects. At the October 1991 meeting, the Board was advised that a graveyard had been found on the Statler property. The exhumation and re-internment of the graves would cost \$3,700 -- certainly an unanticipated circumstance. Archeologist Dr. Gary Rex Walters supervised the procedure, according to State regulations.

It recalled another unexpected event a decade earlier, when the Spring Cavefish, a Missouri endangered species, were discovered at two sites on land owned by Marshall Pobst, about a half-mile west of the harbor. Throughout the years, Semo Port diligently took pains to ensure the cavefish sites were protected during any construction, including that of the rail line grading.

Another change in plans took place when the Union Pacific Railroad (UP) advised the Port that it was considering abandonment of the Cape Girardeau Branch. The UP had been coordinating on plans for the Port's new rail line, including culvert and construction standards. However, the UP's only traffic over the six-mile line was daily coal trains from southern Illinois mines to Union Electric's Rush Island power plant near Crystal City MO. They ran on UP lines from southern Illinois, across the Thebes Bridge, then up the Cape Branch into south Cape. From there, they ran over the Frisco Railway (later Burlington Northern) to Rush Island. As clean air regulations changed for power plants, UE changed to western coal from the Powder River Basin. With traffic gone from its Cape Girardeau Branch, the UP offered the line for sale to the Port. The Port's plans were changed to take advantage of the opportunity. While the Port would have to operate seven miles of railroad instead of one, it could provide rail connections to three railroads -- the Union Pacific, the Burlington Northern, and the Southern Pacific (officially the St. Louis Southwestern Railway, known as the Cotton Belt). Grant applications were revised to include this change of plans.

Late 1992 was a busy time for the Port. In August, Port signed its fourth on-site business firm, Consolidated Grain and Barge. Consolidated signed a letter of intent. Specific sites were still under discussion.

The Vice President of the United States, Dan Quayle, visited Semo Port on October 2, 1992. He announced the award of a U. S. Economic Development Administration grant of \$1.2 million. It would fund the completion of the rail line into the Port, purchase the six-mile UP branch line, build rail sidetrack for exchanging cars with the UP in Scott City, extend the water line, and make other improvements.

In December 1992, the Nash Road Extension was accepted as an authorized project by MHTD. Officially known as Route AB, newspaper reports indicated construction might start in 1993, but they proved overly optimistic (construction began in late 1994). There was a lot of pre-

construction work to be done by the Port such as archeological studies, environmental studies, wetlands permits, and mitigation plans. These were part of an agreement with MHTD whereby the Port would provide preliminary engineering, conduct location hearings, purchase right of way, and handle environmental procedures pertaining to the new highway.

As the highway plans moved ahead, once again **Irvin Garms** gave innovative leadership to the project. Initially, MHTD planned to extend the highway from I-55 eastward to an intersection with Route K. The Port Board asked that it be extended about a quarter mile eastward, to a point just south of the dock, and MHTD agreed. Meanwhile, **Garms** had met with Alois Luhr, who wanted a good road from the new highway to the quarry. The Port agreed to temporarily lease a strip of land to **Tower Rock Stone**, on which they would grade a road. "Grading" was an understatement, since it involved blasting through a rock face about 30 feet tall. The graded roadbed would extend from Route K eastward to the quarry's gate.

With the agreement in place, **Garms** and the Port Board returned to MHTD with an updated proposal. Instead of building the new highway eastward for a quarter mile to the dock – grading, drainage, roadbed, and paving – would MHTD consider doing only the paving, with the Port doing the grading, drainage, and roadbed, for three quarters of a mile, to the Port's east property line? This would serve the proposed grain elevator site, other Port industrial sites, and the quarry. MHTD considered the proposal and eventually agreed to the change. And so it came to pass that **Tower Rock Stone** graded and blasted the roadbed, MHTD paved it, and Nash Road was completed through the Port.

While **Tower Rock Stone** was grading the road, there was some additional work the Port needed. Plans had developed to the point that several railroad tracks needed to run along the north side of the road, but about 15 feet lower, to serve the Consolidated Grain & Barge elevator. The tracks would go through the same rock face as the road. While the Port did not pay for the grading of the road, it did pay a reasonable amount for the additional blasting and excavation of the railroad subgrade. The cost was low since blasting was to be done anyway for the road.

The difficulties of bringing the Port through this challenging period proved costly in another manner. At the March 8, 1993, Board meeting, Executive Director Allan Maki surprised the Board by submitting his letter of resignation. Maki cited "profound and fundamental disagreements ... regarding the mission of the Port" and the Board accepted his resignation immediately.

As two major expansion projects got underway (Route AB and the rail line), the Board of Commissioners hired a new Executive Director, Dan Overbey. A native of Sikeston MO, he had attended Southeast Missouri State University and later the University of Texas at Austin. His career included transportation companies (railroads, trucking) and commercial real estate development with Drury Development Corporation in Cape Girardeau.

The Board authorized Overbey to form a wholly-owned subsidiary corporation to own and operate the railroad. A special opinion was needed from the Missouri Attorney General, since governments normally are not allowed to own stock, but an exception was granted. The Semo Port Railroad, Inc., was formed, with the Port's Board of Commissioners also serving as its Board of Directors. The federal Interstate Commerce Commission authorized the new railroad as a common carrier switching railroad under Finance Docket 32543 on August 15, 1994. The initials of "SE" were assigned by the Association of American Railroads.

A locomotive was needed for the SE, and efforts were made to obtain one through government surplus. Used locomotives were examined at a coal mine in Illinois. Fortunately, the Missouri State Agency for Surplus Property found an Army locomotive available at Fort Carson CO. It was USA 1823, a General Motors 1500 horsepower diesel, model GP-7, built in 1951 and maintained in very good condition. Since it did not have roller bearings on its wheels, it was taken apart and shipped on two flatcars to Semo Port.

Route AB was planned and built by MHTD in five contracts, starting in late 1994:

JOS0714B	Aug 1994	Bloomsdale Inc.	\$2,239,133
JOS0714C	Aug 1995	Robertson Inc.	\$1,125,863
JOS0714D	Dec 1995	Dumey Constn	\$1,730,246
JOS0714E	May 1996	PR Developers	\$1,131,552
JOS0714	Jan 1997	Chester Bross	<u>\$2,692,218</u>
		total	\$8,919,012

Bloomsdale Inc. had the first grading job, the long fill from Ramsey Creek to Statler Hill. Robertson Inc. built the Ramsey Creek Bridge. Dumey Construction graded the section from Statler Hill eastward to Route K, including the railroad overpass. PR Developers rebuilt the existing Nash Road eastward from I-55 and a new section up to the Ramsey Creek bridge. Chester Bross Inc. received the final contract, paving from the Port's east property line westward to Ramsey Creek.

There are three **Irvin Garms** stories related to Route AB. The first involved the height of the roadbed fill between Ramsey Creek and Statler Hill. This section, about a mile long, ran through a flood plain and required extensive fill. At **Garms'** direction, fill material was offered to MHTD from the Port's Statler Hill property at minimal cost. This helped the Port cover some expenses while helping MHTD's project budget.

In early 1993, while reviewing MHTD's plans, **Garms** noticed that the top of pavement was about five feet below the 100-year flood elevation. He suggested that MHTD raise the design height of the fill, but officials said it met their standards. Several months later, after the Flood of 1993 had closed many highways and destroyed some near Jefferson City, it was agreed that the height should be increased. MHTD asked if the Port would provide the additional fill material at no cost, and the Port agreed.

Original plans for Route AB called for a grade crossing over the Semo Port Railroad's track (the former UP Cape Branch). The crossing would need flasher signals. **Garms** said a highway overpass was needed for safety, particularly in view of the increasing truck traffic anticipated in future years. MHTD asked if the Port could pay the additional cost, which was not possible. **Garms** and MHTD's Freeman McCullah, District Engineer, discussed the issue several times and ultimately found a design acceptable to MHTD and which could be covered under their budget.

By the mid-1990s, Semo Port moved steadily ahead with additional phases of expansion while moving increased tonnage year to year. The Port handled 28,454 tons in 1990. By 1994 it handled 340,466 tons. In 2004, tonnage surpassed one million tons for the first time.

In the Port's case, slow and steady won the game. Some of the early forecasts were much too optimistic. In 1986, Executive Director Charles Clodfelter predicted that the Port would become self-sufficient in 1986 – in reality, it first broke even eleven years later (1997) with the signing of three new leases (Consolidated Grain, Missouri Fibre, and Riverport Terminals). In 1975, Chairman **Woody Rushing** estimated it would take eight million tons for break-even – fortunately, breakeven was reached with a tonnage of only 230,000 in 1997.

In any case, Semo Port was moving in the right direction. Success could never be taken for granted, and Mother Nature provided a challenge in the Flood of 1993. It closed the Mississippi River to navigation north of Cairo. Port operations were suspended for over a month when water covered the dock. A number of minor repairs, significant in expense, were covered by damage assistance from the Federal Emergency Management Agency (FEMA)

By 1998 the Port could take stock of many improvements. The Semo Port Railroad's Harbor Lead Track was in service. Route AB was opened in 1997, as was Consolidated Grain & Barge's

elevator and the Missouri Fibre Corporation's wood chip mill. AmerenUE provided three-phase electric and natural gas service to customers. Water and sewer systems were in place throughout the Port. Rushing Road had been paved, and paved roads served each of the Port's industries. The harbor continued its essential service, dredged annually by the Corps of Engineers. The Port was on a sound financial footing, ready for more growth.

Chapter 4.

The Port Today

Traveling south on Interstate 55 from St. Louis, a drive of slightly less than two hours, brings one to the juncture of Cape Girardeau and Scott counties in southeast Missouri. A highway direction sign prompts the driver to turn off at Exit 91. At the end of the exit ramp one can clearly see the expanse of the Cape Girardeau Regional Airport on the right. A left turn onto Route AB takes the driver back over the Interstate and quickly onto a high embanked, wide-shouldered road heading east. Only a few miles after leaving the Interstate, the driver crosses a railroad overpass. To the left one glimpses the rail lines in three directions -- north to the Buzzi Unicem cement plant and the BNSF Railway in Cape Girardeau, south through the hills to the Union Pacific Railroad, and east to the Port. The highway parallels the railroad track eastward for a mile. After cresting a hill, the driver sees the Mississippi River and a collection of storage facilities, grain elevators, liquid chemical tanks, enclosed overhead conveyor belts, buildings, and the tall yellow gantry of a crane moving logs for the chip mill operation. The centerpiece of this network of rail tracks, roads, and cranes is the 1800-foot slackwater harbor, filled with barges. This is the harbor industrial area, heart of the Southeast Missouri Regional Port Authority. It is known locally as Semo Port, one of thirteen port authorities in Missouri.

Semo Port did not simply appear on the scene overnight by adapting an existing facility. It was not built over a couple of years with ample funding. Instead, it is the result of more than thirty years of arduous, slow, sometimes frustrating, and frequently financially-pinched efforts to build from isolated raw ground along the river. In 1975 a traveler would have seen no evidence of a harbor, railroad, or for that matter been able to reach the hill, as Route AB did not exist.

Today, the Port's brick office building sits on a hillside overlooking the harbor industrial area. From the Board Room, members of the Board of Commissioners can take in the wide vista at a glance. Despite periods of trial and tribulation, successive Boards have kept their commitment to the people of Scott County and Cape Girardeau County by building the Port, maintaining it well, and keeping it on a solid financial footing.

Part II:

A Year-By-Year Review

by Kristin K. Smith

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman
Robert J. Earley
Maurice T. Dunklin
A. J. Seier, Secretary
Linder Deimund, Member at Large

Scott County

C. B. Taylor, Vice Chairman
Raymond T. Roth, Treasurer
Jackson Hunter
E. Mike Pfefferkorn

Biographical information on individual Board members is given under the year they first served and again in the Appendix following the history.

C. W. Rushing Charter to 03-14-1988. Cape Girardeau County. Towboat captain. Manager, Missouri Barge Lines and Missouri Dry Dock. Owner, Rushing Marine (owned several towboats).

C. B. Taylor Charter to 12-02-1987. Scott County. Farm owner/operator. Scott Central School Board.

Robert J. Earley Charter to 09-26-1979. Cape Girardeau County. Certified Public Accountant. Partner, Earley, Janssen & Begley accounting firm.

Maurice T. Dunklin Charter to 07-21-1980. Cape Girardeau County. Insurance agent, W. E. Walker Company.

Raymond Roth Charter to 04-26-1982. Scott County. Owner, Roth Hardware Store.

Jackson Hunter Charter to 06-03-1982. Scott County. Land owner. Farmer. Cotton gin operator. Commissioner, Sikeston Special Road District.

Linder Deimund Charter to 05-09-1983. Cape Girardeau County. Owner, Cape Girardeau Sand Company (operated dredge, switch boats, barges).

A. J. Seier Charter to 02-16-1984. Cape Girardeau County. Attorney. Prosecuting Attorney, Cape Girardeau County. Circuit Judge.

E. Mike Pfefferkorn Charter to 12-17-1986. Cape Girardeau County. Owner, Chaffee Lumber Company. Chaffee City Council. Bank of Chaffee, Board of Directors.

Staff. None.

Office. None. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and the Scott County Courthouse in Benton.

Development. Southeast Missouri Regional Port Authority was founded in 1975. Chartered under Chapter 68 of the Revised Statutes of Missouri and endorsed by a two-County Agreement on September 19, 1974, it was formed as a political subdivision of the State of Missouri by Cape

Girardeau County and Scott County. Under the then-new State law, it was a "regional" port authority since two or more counties created it.

After receiving approval from the Missouri Highway and Transportation Department, the first meeting of the Board of Commissioners was held on December 9, 1974. Establishing the Board of Commissioners as a governing body was a priority. By-laws were adopted at the January 13, 1975 meeting. Subsequent meetings in 1975 focused on where to locate the Port and how to finance it.

Having taken the first steps to develop the Port, the Board later identified the need for three studies -- economic feasibility, environmental impact, and a "recon" study to identify potential port locations.

Tonnage. No tonnage was moved.

Finances. Cape Girardeau County and Scott County each provided the Port Authority with \$500, allowing Treasurer **A. J. Seier** reported a balance of \$1000 in the bank at the April 14th meeting. Expenses and revenue were minimal during 1975.

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman

Robert J. Earley

Maurice T. Dunklin

A. J. Seier, Secretary

Linder Deimund, Member at Large

Scott County

C. B. Taylor, Vice Chairman

Raymond T. Roth, Treasurer

Jackson Hunter

E. Mike Pfefferkorn

Office. None. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and the Scott County Courthouse in Benton.

In 1976 the Board of Commissioners discussed plans for the Port and explored different funding options. The Port hired Delta Engineering Co. to conduct an economic feasibility study which was funded by the Ozark Regional Commission. The U.S. Corps of Engineers performed their own long-term feasibility study. The Corps also did a "recon" study for the port site. It was locally approved on March 24 and sent to Washington D.C. for funding approval. Unfortunately, due to the President's withholding of funds, the Corps did not have money currently available for the study.

Tonnage. No tonnage was moved.

Finances. Finances for 1976 focused on raising money to fund Port projects. By the Board meeting of April 12, the Port had solicited \$3,860 from lending institutions. The end-of-year account balance was \$6,805.60, of which \$6,000 was in a savings account.

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman
Robert J. Earley
Maurice T. Dunklin
A. J. Seier, Secretary
Linder Deimund, Member at Large

Scott County

C. B. Taylor, Vice Chairman
Raymond T. Roth, Treasurer
Jackson Hunter
E. Mike Pfefferkorn

Staff. None. At the December 19 meeting, the Board decided to hire an Executive Director for the next fiscal year.

Office. None. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and the Scott County Courthouse in Benton.

Finding a location for the future Semo Port was the main task in 1977. With funds provided by the Ozark Regional Commission, Delta Engineering Consulting, Inc. performed a "feasibility study, site evaluation [study], and [did] preliminary engineering for the development of an on-channel port facility." Site selection was based on accessibility to utilities, railroads, highways, and the river. With these priorities in mind, Delta Engineering found twelve potential sites:

Elkins Landing, near the Scott-Mississippi border, Bunge and SEMO grain.
Power Island, south of Commerce, near Allen Towhead Light.
Dorrity Landing, north of Thebes railroad bridge.
Gray's Point, near West Lake Quarry in Scott County.
Diversion Channel, at Cape Girardeau-Scott City border.
Marquette Cement vicinity, south of Cape Girardeau.
Cape Girardeau South, near Mobil Oil and Cape Grain Co.
Sloan Creek, near Honkers Boat Club and Cape Girardeau Sand Co.
Cape Rock North, near J. D. Streett Co. dock.
Indian Creek, north of Charmin Paper Co. plant.
Hanging Dog Quarry, northern West Lake Property.
Sheffield, near Luzerne Rock Light.

Public meeting was held on April 5 at the Common Pleas Courthouse in Cape Girardeau MO with 1,000 invitations sent. Meeting focused on progress made by Delta Engineering Consulting, Inc. and the Ozark Regional Commission.

Tonnage. No tonnage.

Finances. Delta Engineering Consulting, Inc. charged the Port Authority \$7,500 for the feasibility study. At the end of the year, the Port had \$7,983 in its bank account.

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman

Robert J. Earley

Maurice T. Dunklin

A. J. Seier, Secretary

Linder Deimund, Member at Large

Scott County

C. B. Taylor, Vice Chairman

Raymond T. Roth, Treasurer

Jackson Hunter

E. Mike Pfefferkorn

Staff. Charles A. Clodfelter, Executive Director. Clodfelter was appointed Executive Director in January 1978. His time and salary was shared between Semo Port and New Madrid County Port. The amount paid by each Port for his salary was determined by the percentage of his time spent on each Port's business.

Office. 1412 Main Street, Scott City MO 63780. At the March 27 Board meeting it was announced that an office space had been rented in back of the Key Realty office complex in Scott City. Since the office did not have enough space for a meeting, the monthly Board meetings continued to alternate between the Chamber of Commerce building in Cape Girardeau and the Scott County Courthouse in Benton.

Funding. In 1978 the State of Missouri established two types of grants related to ports and handled by the Missouri Highway and Transportation Department (MHTD). The administrative grant, also known as a seed grant, funded expenses for operation, research, and program development. The capital improvement grant funded permanent improvements. Local matching funds, to be used in combination with the State funds, were not required for administrative grants, but a 20% local match was required for capital grants.

The first administrative grant from MHTD to Semo Port was in the amount of \$34,201 for Fiscal Year 1979, which ran from July 1, 1978, through June 30, 1979. The Port's Commissioners traveled to Jefferson City, MO on November 28, 1978, to receive a check in the amount of \$16,587 from Governor Joe Teasdale. The check was half of the total grant.

To fund the feasibility and site evaluation studies, the Ozark Regional Commission awarded the Port a \$7,500 grant.

Tonnage. No tonnage.

Finances. At the end of the year, the Port's bank account balance was \$21,825.

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman
Robert J. Earley
Maurice T. Dunklin
A. J. Seier, Secretary
Linder Deimund, Member at Large

Scott County

C. B. Taylor, Vice Chairman
Raymond T. Roth, Treasurer
Jackson Hunter
E. Mike Pfefferkorn

On September 26, **Robert J. Earley** submitted his resignation. The position remained open until February 1980.

Staff. Charles A. Clodfelter, Executive Director. During 1978 and 1979, Clodfelter's position was shared with New Madrid County Port. Based on Semo Port's monthly financials, it appears that he became full-time here in October.

At the New Madrid County Port Authority, Paul Malar served as Executive Director 1979-1984 following Clodfelter. Subsequent Executive Directors there were Bill Pinnell 1984-1998 and Timmie Lynn Hunter 1998-present.

Office. 1412 Main Street, Scott City MO 63780. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and the Scott County Courthouse in Benton.

Development. By January 1979, Delta Engineering Consulting, Inc. had narrowed the potential Port sites to three: Little River, Gray's Point, and the Corps of Engineers Alternate. After successful negotiations with West Lake Quarry, the Gray's Point site was chosen for Semo Port.

The Port signed a lease with West Lake Quarry on August 14. The lease dictated that the Port would pay \$2.25 per riverfront foot and \$25.00 per acre. Since the Port leased 1,500 riverfront feet and 200 acres from the quarry, the annual rent was \$8,375. According to the lease, rent would start either when the Port became operational or after five years, whichever arrived first.

Tonnage. No tonnage was moved.

Finances. Funds came from the MHTD administrative grant (\$34,201) and a \$100 grant from Cape Girardeau County. Expenses were \$23,454 (Executive Director's salary and office expenses).

MHTD awarded an administrative grant of \$40,458 for Fiscal Year 1980.

At the end of the year, the Port's bank account balance was \$25,175.

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman
Charles F. Blattner
Maurice T. Dunklin
A. J. Seier, Secretary
Linder Deimund, Member at Large

Scott County

C. B. Taylor, Vice Chairman
Raymond T. Roth, Treasurer
Jackson Hunter
E. Mike Pfefferkorn

On February 26, **Charles F. Blattner** filled the vacant position previously held by **Robert J. Earley**.

On July 21, **Maurice T. Dunklin** resigned. The position remained open until January 1981.

Charles F. Blattner 02-16-1980 to 05-23-1991. Cape Girardeau County. Owner, steel business. Land developer. Owner, machine shop.

Staff. Charles A. Clodfelter, Executive Director.

Office. 1412 Main Street, Scott City MO 63780. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and the Scott County Courthouse in Benton.

Development. In 1980 the Port continued to create plans for the Port's future development of the harbor and industrial park. The Port signed a contract with Conley & Hardy, an engineering firm based in Memphis, Tennessee, on June 23. The firm prepared construction plans which included a dock, mooring facilities, warehouse, liquid transfer capabilities, crane for bulk transfers, granular transfer and storage facilities, open storage, rail and highway infrastructure, parking lots, loading aprons, and utilities.

During the Board meetings multiple small business deals were completed. For example, at the March meeting, the Board agreed to allow Marshall Pobst to continue farming on the Port's land. By November his soybean crop yielded the Port a check of \$905. An agreement with Westvaco Timber allowed them to log on the Port's property. An archaeological, architectural, and historic assessment of the Port's property identified four archaeological sites.

In 1980 a rare species of fish, the Spring Cavefish, was discovered on Marshall Probst's property, Since it is the only known population west of the Mississippi River, in Missouri it is an endangered species; however, it is not on the Federal Endangered Species list. Due to this discovery, an informational meeting was held on September 16 attended by representatives of the Missouri Department of Conservation, Southeast Missouri State University, and interested citizens. In the coming years the Port worked with different environmental agencies and concerned professionals to preserve the Spring Cavefish and its habitat while continuing to develop its industrial park and harbor.

Tonnage. No tonnage was moved.

Finances. Funding was provided primarily by several grants. Expenses reflected the increased level of development activity (engineering and land appraisal) in addition to the Executive Director's salary and office expense. The land appraisal was for Juden property.

The Ozark Regional Commission gave the Port a \$12,500 preliminary engineering grant.

<u>Deposits</u>		<u>Disbursements</u>	
MHTD admin grant (FY 1980)	\$40,458	Engineering	\$18,263
Ozark Regional Comsn grant	12,500	Salary	14,608
Cape Girardeau County grant	5,000	Fringes (withholding)	6,229
Scott County grant	5,000	Office expense	14,228
Refunds	2,572	Insurance	346
Interest and miscellaneous	<u>196</u>	Appraisal	<u>250</u>
	\$65,726		\$53,924

MHTD awarded an administrative grant of \$ 36,648 for Fiscal Year 1981.

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman

Charles F. Blattner

Mysie S. Keene

A. J. Seier, Secretary

Linder Deimund, Member at Large

Scott County

C. B. Taylor

Raymond T. Roth, Treasurer

Jackson Hunter, Vice Chairman

E. Mike Pfefferkorn

On January 7, **Mysie S. Keene** filled the vacant position previously held by **Maurice T. Dunklin**.

Mysie S. Keene 01-07-1981 to 12-31-1994. Cape Girardeau County. Ms. Keene's career in community service began as President of the Jackson PTA with a successful campaign to obtain voter approval (over 72%) for a new junior high school in 1962. She served as President of the Jackson Community Betterment project and later as President of the Jackson Park Board. These culminated in a sales tax effort, approved by 70% of voters, which funded a new fire station, new police station, purchase of park land, and other improvements. In 1965 she was the first woman member of the Jackson Chamber of Commerce and headed a fundraising effort to buy land for the city's industrial park. She was the first woman to serve as President of the Chamber (1984). She helped develop the Chamber's Fulenwider Award for community service, and eight years later was recipient of the award. She was the first woman to be appointed to the Port's Board of Commissioners. During her 14 years of service, she held every officer position including Chairman (1993-1994). (Note: it was Ms. Keene's personal preference to use the title of "Chairman" instead of a more gender-neutral term because she wanted the same title that everyone else had used).

Staff. Charles A. Clodfelter, Executive Director.

Office. 1412 Main Street, Scott City MO 63780. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and the Scott County Courthouse in Benton.

Development. In his letter of May 13, 1981 U. S. Representative Bill Emerson wrote that "no project currently on the horizon would provide a more wide-ranging boost to economic development in Southeast Missouri than [the] port." With this encouragement, Semo Port hired Donald Bond & Company, Inc. on October 7 to construct a temporary ramp for loading and unloading barges at Gray's Point. The ramp was 100 feet wide, extended nine feet into the water, and was built on a 10-to-1 slope. The ramp's contract specified that it not exceed \$3,500 in cost, though other tasks increased it to \$4,400. Continental Terminals and Stevedoring, Inc., was hired in October for the loading and unloading of barges. These developments allowed the Semo Port to become operational six years after its founding.

On October 21 Semo Port loaded its first barge shipment, consisting of 192 logs or approximately 206 tons. In December, the Port unloaded its first two barges; each carried 750 tons of iron sulfate. A press conference was held at the new temporary dock to celebrate the event, which was the result of several years' work.

In an important planning initiative, the Port received the "Master Plan for Port Development" from Conley & Hardy, Consulting Engineers of Memphis, Tennessee. Another important development

was the signing of the "Scott City Water Agreement" in early 1981, which was between the Port and the City of Scott City, Missouri. Also in 1981 the Port worked diligently on the Cougar Energy Corporation project, which included proposed construction of petroleum storage and loading facilities; however, this project never became a reality.

<u>Tonnage.</u>	Lumber	2,488
	<u>Iron Sulfate</u>	<u>1,500</u>
	1981 Total	3,988

Finances. Funding was provided primarily by MHTD and County grants. Local supporters provided an unspecified amount of money to develop a master plan for the Port. Expenses reflected administrative activities and engineering (Conley & Hardy). Rent was paid to West Lake Quarry for the land where the Port was building its river dock.

<u>Deposits</u>		<u>Disbursements</u>	
MHTD administrative grant	\$36,648	Engineering	\$22,365
Cape Girardeau County grant	5,000	Salary	18,201
Scott County grant	12,500	Fringes	13,058
Farm income	1,046	Office expense	12,309
Interest and Miscellaneous	<u>3,362</u>	Insurance	421
	\$58,556	Legal fees (test case)	1,555
		Rent (West Lake 5%)	<u>52</u>
			\$67,961

MHTD awarded an administrative grant of \$49,000 for Fiscal Year 1982.

Board of Commissioners

Cape Girardeau County
C. W. Rushing, Chairman
Charles F. Blattner
Mysie S. Keene (see note)
A.J. Seier
Linder Deimund, Member at Large

Scott County
C. B. Taylor
Raymond T. Roth, Treasurer
Jackson Hunter, Vice Chairman
E. Mike Pfefferkorn

After June 8:

Cape Girardeau County
C. W. Rushing, Chairman
Charles F. Blattner
Mysie S. Keene, Secretary
A.J. Seier / Raymond G. Buhs
Linder Deimund, Member at Large

Scott County
C. B. Taylor
H. Alvie Modglin
M. D. Potashnick
E. Mike Pfefferkorn, Treasurer

On June 8, **H. Alvie Modglin** replaced **Raymond T. Roth** who resigned on April 26.

On June 8, **M. D. "Morty" Potashnick** replaced **Jackson Hunter** who resigned June 3.

On December 13, **Raymond G. Buhs** replaced **A.J. Seier** who resigned October 11.

Due to resignations, **E. Mike Pfefferkorn** became Treasurer on April 26 and **Mysie Keene** became Acting Secretary on October 11.

H. Alvie Modglin 06-08-1982 to 04-23-1987, Scott County. Owner, Alvie Modglin Construction Company. Mayor, City of Scott City.

M. D. Potashnick 06-08-1982 to 12-31-1998. Scott County. Laborer, Pipeline Division of R. B. Potashnick Company. Owner, Cape Construction Company (pipeline contractor).

Raymond G. Buhs 12-13-1982 to 06-01-1986. Cape Girardeau County. Retired. President, Semo Stone Company.

Staff. Charles A. Clodfelter, Executive Director.

Office. 1412 Main Street, Scott City MO 63780. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and the Scott County Courthouse in Benton.

Development. Although the Port was operational, many improvements were needed. For example, the existing county road leading to the Port's dock was not well suited to tractor-trailer trucks. Besides having poor surface conditions, the gravel road was narrow and curvy with a particularly troublesome pair of 90-degree turns. To make the Port more "user-friendly" to truck drivers, the Board began to plan for an entirely new access road. Talks began with property owners about the purchase of land for a new access road (in later years to become Route K).

Loggers were hired to cut timber from the Port's land. Logs were sold to the Westvaco paper mill in Wickliffe KY. The Port received its first payment in March 1982.

Besides improving the Port's infrastructure, the Board also worked on attracting tenants. MFA, Far-Mar-Co, Cougar Energy Corp, and Estech/Swift Fertilizer were all prospective business clients. Of these, only MFA entered into a contract with the Port to move tonnage.

Governor Christopher S. "Kit" Bond held a breakfast meeting attended by many Port Commissioners. Afterwards he visited the Q. C. Corporation's plant on Nash Road, then came to the Port to watch the unloading of 3,000 tons of iron sulfate from a barge for trucking to the Q. C. plant for processing.

<u>Tonnage.</u>	Iron Sulphate	16,547
	Lumber/Logs	2,447
	Fertilizer	4,497
	Other	<u>4,542</u>
	1982 Total	28,036

Finances. Funding was provided primarily by grants. Expenses reflected administrative activities and engineering (Conley & Hardy). Rent was paid to West Lake Quarry for the land where the Port was building its river dock.

<u>Deposits</u>		<u>Disbursements</u>	
MHTD administrative grant	\$43,356	Engineering	\$ 1,977
Cape Girardeau County grant	7,500	Salary	19,961
Tariff revenue	4,376	Fringes	13,520
Farm income	40	Office expense	12,673
Interest and Miscellaneous	4,458	Insurance	1,640
Contribution from C. W. Rushing	<u>500</u>	Legal fees	1,555
	\$60,230	Travel	2,495
		Rent (West Lake 5%)	221
		Barge rent	610
		Ramp rent	8,800
		Archeology study	<u>3,266</u>
			\$65,163

The barge rent was paid to Missouri Dry Dock. Ramp rent was paid to Bond Construction, which built the ramp in 1981, and to West Lake Quarry. Southeast Missouri State University performed an archeology study.

Financial history varies slightly from financial records in the Board minutes.

MHTD awarded an administrative grant of \$49,000 for Fiscal Year 1983.

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman
Charles F. Blattner
Mysie S. Keene, Secretary
Raymond G. Buhs
Linder Deimund, Member at Large

Scott County

C. B. Taylor, Vice Chairman
H. Alvie Modglin
M. D. Potashnick
E. Mike Pfefferkorn, Treasurer
(Kenneth Dement, Member at Large)

On May 9, **Kenneth Dement** was approved by the Board of Commissioners to serve as Member at Large, replacing **Linder Deimund** who resigned the same day.

Kenneth Dement 05-09-1983 to 08-01-1984. Scott County. Attorney. All-American Football player for Southeast Missouri State University.

Staff. Charles A. Clodfelter, Executive Director.

Office. 1412 Main Street, Scott City MO 63780. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and the Scott County Courthouse in Benton.

Services.

Engineering	Conley & Hardy
Legal	Stephen Strom, Finch Bradshaw Strom & Steele
Accounting	James V. Stalling, Inc.

Development. The primary focus of 1983 was arranging for a new access road to supplement the existing narrow gravel county road. To improve the existing road's safety in the interim, Chairman **C. W. "Woody" Rushing** donated a large circular mirror, like those used in convenience stores, which was fastened to a tree at the tightest 90-degree turn on the county road. The Port secured funding for the new access road through two Missouri Highway and Transportation Department grants. Right of way purchases were funded by a \$34,000 grant and construction was funded with a \$711,000 grant. The Port bought 21.81 acres of land for right of way from three owners: Rogers (5.64 acres), Plourde (6.80 acres), and Lambert (9.37 acres).

Development work continued at the Mississippi River dock, now referred to as the "temporary" dock since plans were underway for the future harbor and a much larger dock. Electricity was brought in to the temporary dock, anticipating it would help prepare for larger movements in the future. On August 6 several barges, filled with cement, broke loose from the **Lone Star** cement plant's dock upstream from the Port. In trying to capture them, a towboat ran one of the barges into the Port's dock. Penzel Construction Company made repairs, paid for by **Lone Star**.

In June 1983 the Port was accepted into the "Food for Peace" program (also known as PL480) and became a USDA-certified Government Storage Warehouse. As such, it was the only USDA certified port in Southeast Missouri. More impressive, it was also one of only ten ports from New Orleans to St. Louis to feature this certification.

By September, the Corps of Engineers had developed a master plan for the Port's design. It recommended an 1800' long harbor navigation channel with a nine foot minimum depth, two berthing areas, and a preservation plan for the Spring Cavefish.

Major Event. Missouri Drydock and Repair constructed a new cargo dock in Cape Girardeau, just upstream from Semo Port. Due to cheaper rates at the new dock eventually all three of the Port's tenants, Timber Export Products Company, Q. C. Corporation, and Continental Terminals and Stevedoring, Inc., moved to Missouri Drydock. Although the new dock hurt the Port financially, the Port's Board members and Executive Director participated in the ribbon cutting at the dock's opening and stressed the benefits of local economic development. A positive consequence of the new dock was that the Board of Commissioners sought to hasten the Port's development, as it became more important to have a harbor and dock in place to keep up with the competition.

<u>Tonnage.</u>	Lumber/logs	3820
	Fertilizer	20,667
	<u>Iron Sulphate</u>	<u>15,875</u>
	1983 Total	40,363

Finances. Funding was provided primarily by grants. Expenses reflected administrative activities, engineering for development projects, and operation of the Port's dock.

<u>Deposits</u>		<u>Disbursements</u>	
MHTD administrative grant	\$ 54,644	Engineering	\$ 27,236
Cape Girardeau County grant	20,000	Salary	21,806
Scott County grant	20,000	Fringes	13,380
Tariff revenue	7,144	Office expense	12,756
Farm income	379	Insurance	2,388
Interest and miscellaneous	4,345	Legal fees	381
Contribution from C. W. Rushing	250	Travel	265
MHTD Access Rd land grant	34,500	Rent (West Lake 5%)	1,053
MHTD Access Rd design grant	10,000	Dozer rent	4,125
Lease, stevedore	<u>18,000</u>	Ramp rent	7,300
	\$169,262	Accounting services	500
		Dock const. & repairs	30,514
		Access road project	3,520
		Sheriff's project	<u>1,892</u>
			\$127,116

Funds came from two MHTD grants for development of the new access road: \$34,500 to purchase land for the road's right of way and \$10,000 for design engineering.

Development work on the new access road included (a) appraisals of land by Craig Appraisal \$2,200; (b) advertising for construction bids \$1,020; and (c) construction easements from Lambert and Plourde \$300.

MHTD awarded an administrative grant of \$54,000 for Fiscal Year 1984.

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman
Charles F. Blattner
Mysie S. Keene, Secretary
Raymond G. Buhs
James P. Limbaugh, Member at Large

Scott County

C. B. Taylor, Vice Chairman
H. Alvie Modglin
M. D. Potashnick
E. Mike Pfefferkorn, Treasurer
Kenneth Dement, Member at Large

On August 1, **James P. Limbaugh** replaced **Kenneth Dement** who resigned on August 1.

James P. Limbaugh 08-01-1984 to 04-01-1988 and 04-01-1988 to 12-31-1993. Cape Girardeau County. Banker. Financial consultant.

Staff. At the February meeting, Charles A. Clodfelter notified the Board of his intent to resign effective June 30. A committee was established to find a replacement. After reviewing fifty-three applicants, Thomas E. Cooley, Executive Director of Hickman-Fulton County Riverport, was selected to serve as Executive Director beginning July 1, 1984. Nena Mitchem became Office Secretary on July 8.

Office. 1412 Main Street, Scott City MO 63780. For the first half of 1984, monthly meetings of the Port's Board of Commissioners alternated between the Chamber of Commerce building in Cape Girardeau and the Port office in Scott City. Beginning in July, the Scott City meetings changed to the City Hall Conference Room.

Services.

Engineering	Conley & Hardy; Bowen & Lawson
Legal	Stephen Strom, Finch Bradshaw Strom & Steele
Accounting	James V. Stallings, Inc.

Construction Projects. The new access road was 1984's major project. In June, the contract for construction of the access road was awarded to Potashnick Construction, Inc., the low bidder at \$637,467. Funding came from the Missouri Highway and Transportation Department (\$559,000), Cape Girardeau County (\$39,000), and Scott County (\$39,000).

Development Work. Continental Terminals and Stevedoring, Inc., gave its notice of termination in January. A replacement firm, Harrison Construction Company, signed a lease with the Port later in the year.

To support the location of business and industry at the Port, a water system was needed. Plans were developed in cooperation with the City of Scott City. Under these plans the Port would build a 250,000-gallon water tank to connect with the new 750,000-gallon water tank being built by Scott City. A water line would extend along the new access road to the Port.

The Port hired Duncan C. Wilkie of the Southeast Missouri State University to prepare a "Preliminary Report on Intensive Cultural Resource Survey of the Scott City Water Tank Project." It was completed in 1985.

Major Events. Lieutenant Governor Rothman visited the Port on March 9, 1984. He was shown the road to the dock and the river.

Funding. The Economic Development Administration (EDA) of the U. S. Department of Commerce awarded a grant of \$1,000,000 grant to the Port for construction of water lines, water tank, and dock facility. This was Semo Port's first EDA grant.

The Port's Board of Commissioners proposed to the County Commissions a one-quarter cent sales tax for both counties as a means of providing substantial capital funding for the Port. The funds could serve as local matching funds for various State and Federal grants, providing several times their value. The proposed tax would end after four years. This proved to be one of the most important steps in the Port's development.

Cape Girardeau County made a \$50,000 loan to the Port, which would be repaid with proceeds from the bond issue.

MHTD awarded an administrative grant of \$53,000 for Fiscal Year 1985.

Tonnage. Tonnage data unavailable.

Finances. Funding was provided primarily by grants. Expenses reflected administrative activities, engineering for development projects, and operation of the Port's dock.

<u>Deposits</u>		<u>Disbursements</u>	
MHTD administrative grant	\$ 51,312	Engineering	\$ 21,950
Cape Girardeau County grant	10,000	Salary	29,620
Scott County grant	10,000	Fringes	15,959
Tariff	4,041	Office expense	16,131
Farm income	-0-	Insurance	2,227
Interest and Miscellaneous	3,375	Legal fees	1,709
Cape County Loan 1	50,000	Accounting fees	1,117
Lone Star paid (dock damage)	18,000	Rent (West Lake 5%)	582
Lease, stevedore	<u>6,000</u>	Temp pier (Penzel)	6,000
	\$152,728	Soil services	5,606
		Dock repairs (Penzel)	2,689
		Repairs (Contintental)	582
		Land purchases	<u>33,015</u>
			\$137,186

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman

Charles F. Blattner

Mysie S. Keene, Secretary

Raymond G. Buhs

James P. Limbaugh, Member at Large

Scott County

C. B. Taylor, Vice Chairman

H. Alvie Modglin

M. D. Potashnick

E. Mike Pfefferkorn, Treasurer

Staff. Thomas E. Cooley, Executive Director. Nena Mitchem, Secretary.

Office. 1412 Main Street, Scott City MO 63780. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and City Hall Conference Room in Scott City.

Services.

Engineering

Legal

Accounting

Bowen & Lawson

Stephen Strom, Finch Bradshaw Strom & Steele

James V. Stallings, Inc.

The year 1985, with help from grant money, brought important upgrades to the Port's infrastructure.

Construction. Construction work began on the water system after bids were taken in April. The Port hired J & R Water Works to construct the waterlines and Henderson Tank and Boiler to build the water storage tank. By the end of the year, the 10" water main to the Port was installed, tested, and ready for use. Furthermore, the 250,000-gallon tank was 95% complete. Primary funding was through the EDA.

In April the access road failed, most likely due to an overly soft and saturated foundation. With neither the contractor nor engineer willing to take responsibility for the failure, the Port decided each would pay one-third of the estimated \$25,000 repair bill. Monetary disagreements with Conley & Hardy later led to a lawsuit. Despite the road's failure, repairs were made and construction was completed by the end of the year. Most funding for the access road's construction was provided through the MHTD grant.

The majority of the road's right of way was purchased in 1984. However, in 1985, after months of negotiations, the Port purchased Mrs. Rubel's property, the last land parcel needed for the road's construction. In early 1986 bids were taken to pave the road.

Development. An "Intensive Cultural Resource Survey for Southeast Missouri Regional Port Authority" was issued on January 24 by Duncan C. Wilkie. The archeological survey for access road and waterline was necessary for EDA grant funding of the projects.

The U.S. Army Corps of Engineers prepared the "Detailed Project Report and Environmental Impact Statement" for the proposed slackwater harbor. Published in June 1985, it was a key step in obtaining authorization for the project and funding through the Corps.

Another study by the Corps of Engineers, the "Clean Water Act - Section 404 Evaluation," was finished October 30, 1985, under the authority of Colonel Daniel M. Wilson. Since this study was necessary for the issuance of the 401 and 404 water quality permits, it was an important step

towards the construction of the slackwater harbor. The 401 Permit verified an approval of the harbor project by the Missouri Department of Natural Resources (MoDNR), including all the agencies that coordinate with it. With the 401 permit approved, the Corps of Engineers issued its 404 permit, which allowed construction to begin. The Port was also issued its Section 10 permit for the harbor and dock. These permits marked the final certifications for construction on the 174 acres of Port property.

As part of the environmental review and approval process, the Port purchased 50.24 acres of land in the middle of Marquette Island for \$10,633 from **Lone Star Industries**. **Lone Star** owned the north half of the island, about 300 acres. Of the Port's 50 acres on the island, 31 acres were set aside as habitat preservation as part of an agreement with the Missouri Department of Natural Resources and the Missouri Conservation Department. This was done to mitigate wetland habitat, which would be lost due to construction of the Port's harbor and surrounding land development. The Corps of Engineers did not join the agreement, however, and a separate mitigation project for them would be determined later.

Funding. On March 5, 1985, voters from Scott County and Cape Girardeau County passed the one-quarter cent sales tax for capital improvements. It passed overwhelmingly with approval by 71% voters in Cape Girardeau County and 75% in Scott County. The great success of this measure was due to the desire of the voters for economic development, but it would not have been possible without the efforts of the Port Board, County Commissions, and others in explaining the benefits of the Port to the voters. The sales tax began January 1, 1986, and ended December 31, 1989.

With the sales tax approved, the Port worked for several months to arrange for the issuance of bonds that later would be repaid with sales tax proceeds. The bonds, basically a loan to the Port, provided money to immediately pursue the construction projects. The Port's Board of Commissioners voted on December 9, 1985, to issue Sales Tax Revenue Bonds in an aggregate principal amount of \$4,850,000. The revenue from the "Series 1985 Bonds" would be used for the slackwater harbor, dock, water tank, water lines, access road, rail spur, and other facilities. An Escrow Agreement was signed between the Port and Boatman's National Bank of St. Louis (Trustee) on December 15.

MHTD awarded an administrative grant of \$57,500 for Fiscal Year 1986.

Many pieces of the puzzle were in place – MHTD grants, EDA grant, Corps approvals for the harbor, bonds for local financing, and a sales tax to pay the bonds. Construction and development of the Port would move ahead at a much faster pace.

Tonnage. Tonnage data unavailable.

Finances.	Assets	\$ 28,243
	Operating Revenue	\$ 81,577
	Net Income	\$ 2,520

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman
Charles F. Blattner, Secretary
Mysie S. Keene, Vice Chairman
Raymond G. Buhs / Peter D. Kinder
James P. Limbaugh, Member at Large

Scott County

C. B. Taylor
H. Alvie Modglin
M. D. Potashnick
E. Mike Pfefferkorn, Treasurer

On June 1, **Peter D. Kinder** replaced **Raymond G. Buhs** who resigned that day.

On December 17, **E. Mike Pfefferkorn** passed away.

Peter D. Kinder 06-01-1986 to 12-31-1992. Cape Girardeau County. Attorney, Associate Publisher, *Southeast Missourian* newspaper. Staff, Congressman Bill Emerson. Real Estate Representative, Drury Industries. Later elected to the Missouri Senate (1992) and Lieutenant Governor (2004).

Staff. Thomas E. Cooley, Executive Director. Nena Mitchem, Secretary.

Office. 1412 Main Street, Scott City MO 63780. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and City Hall Conference Room in Scott City.

Services.

Engineering	Bowen & Lawson
Legal	Stephen Strom, Finch Bradshaw Strom & Steele
Accounting	James V. Stallings, Inc.

The Port worked on its infrastructure and legal matters in 1986.

Construction. In the early months of 1986, the Port's new 250,000 gallon water tank was completed. In accordance with an agreement between the City of Scott City and the Port, design of the new tank was coordinated with Scott City's existing 750,000 gallon water tank. To simplify system design, the new Port tank was set at the same elevation as the existing tank. In combination, they provided improved water service to City residents and the Port.

The Board of Commissioners was preoccupied with legal matters over the access road's failure during construction. Disagreements occurred over whether the Port, the engineers, or the construction company were to blame for the failure. The engineers, Conley & Hardy, blamed Potashnick Construction for building the road despite the saturated surface ground; Potashnick Construction Company argued that the failure was due to naturally unsuitable land and thus was not preventable. The Port's legal matters over the access road dragged on as the Board tried to hold someone responsible for the costs associated with the failure.

Development. Development continued with efforts to expand the Port with land acquisitions. The Port's condemnation suit against the Juden family was most notable. This suit began with the Port offering the Judens \$800 per acre for land bordering the Port; the Judens refused this initial offer. Upon the Juden's request the land was reappraised at \$1200 per acre. The Judens counteroffered to sell at \$2000 per acre for a small tract of land or \$4000 per acre for the full

101.9 acres. Since this was too expensive for the Port, the condemnation lawsuit proceeded. On February 19, a court hearing was held and a land value was set at \$1750 per acre. After further discussions, the Judens and the Port compromised in August at that same price, but for all 101.9 acres.

In 1986 the Board of Commissioners began preliminary planning work on the slack-water harbor funded by the U.S. Corps of Engineers and the Port's sales tax. By November, Bowen & Lawson, an engineering firm, had been hired to survey for the harbor.

Marketing. Utility Management Consultants proposed building a power plant to serve the **Lone Star Industries** cement plant in south Cape Girardeau. The project would include waste-to-energy and co-generation of steam. Economical electric rates and industrial steam supply also were seen as attractive to new industries at the Port. The Port contributed to this project by applying for a grant from the Missouri Department of Natural Resources to conduct a Power Recovery and Refuse Reclamation Feasibility Study for the waste-to-energy, co-generation plant. In November the \$201,570 grant was approved. The study was completed in 1987. Due to later changes in Missouri utility regulations and the adoption of more favorable rates by Lone Star's electric utility supplier, the co-generation plant never was built.

Funding. Work continued on projects funded by the EDA-1 grant (\$1,000,000).

MHTD awarded an administrative grant of \$58,700 for Fiscal Year 1987.

Tonnage. Tonnage data unavailable.

Finances.	Assets	\$ 49,118
	Operating Revenue	\$ 78,844
	Net Income	\$ 5,171
	Annual Sales Tax Revenue:	
	Cape County	\$ 970,435
	Scott County	\$ 372,429
	Total	\$1,342,864

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman
Charles F. Blattner, Secretary
Mysie S. Keene, Vice Chairman
Peter D. Kinder
James P. Limbaugh, Member at Large

Scott County

C. B. Taylor / W. H. Winchester
H. Alvie Modglin, Treas / Fred Surman, Jr.
M. D. Potashnick
John Brannock

On January 12, **John Brannock** was appointed to succeed **E. Mike Pfefferkorn** who passed away on December 17, 1986.

On April 23, **Fred Surman, Jr.** replaced **H. Alvie Modglin** who resigned that date.

On December 2, **W. H. Winchester** was appointed to succeed **C. B. Taylor**.

H. Alvie Modglin was elected Treasurer, succeeding the late **E. Mike Pfefferkorn**.

John Brannock 01-12-1987 to 04-29-1991. Scott County. Construction worker. Local President, Carpenter's Union.

Fred Surman, Jr. 04-23-1987 to 12-31-1994. Scott County. Retired. Locomotive engineer for Frisco Railway. Cattle farmer. Colonel, US Air Force Reserve.

W. H. Winchester 12-02-1987 to 05-02-1998. Scott County. Attorney. Later served as Circuit Judge.

Changes were made in the organization of the Port's Board of Commissioners. The Member-at-Large position was changed to a two-year term that alternated between the two counties. This was done after long discussions in the Board meetings and discussions between the two counties. The bylaws were officially amended to reflect this change. In a less formal matter, the Board established four committees: energy research, construction, marketing and industrial, and finance. With the growing workload of the Board, the committees were able to review matters in greater depth and present recommendations to the Board.

Staff. Thomas E. Cooley, Executive Director. Nena Mitchem, Secretary. Nena Mitchem resigned in December 1987.

Office. 1412 Main Street, Scott City MO 63780. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and City Hall Conference Room in Scott City. A new office location, 2108 Main Street, was announced in November 1987. It was located in an office and retail center next to the Rhodes Convenience Store.

Services.

Engineering	Bowen & Lawson
Legal	Stephen Strom, Finch Bradshaw Strom & Steele
Accounting	James V. Stallings, Inc.

Construction. On May 22, 1987 the U.S. Corps of Engineers and Semo Port signed the Local Cooperation Agreement. With local news media and dignitaries attending, Chairman C. W. Rushing signed for the Port and Colonel Daniel Wilson signed for the Corps (St. Louis District). The agreement was a major development as it provided funding for construction of the slackwater harbor, placement of fill for the surrounding industrial area, and harbor maintenance dredging into the future. Later in the year, the Corps advertised for bids. The construction contract was awarded to **Luhr Bros. Construction** of Columbia IL. By November 1987 the slackwater harbor was 54% complete.

With harbor construction underway, the Port hired C.A. Didden & Associates to design a wharf. Engineering firm Bowen & Lawson was responsible for the handling and inspection of the construction.

For the design of the future Route K's pavement, the Port reviewed engineering proposals from various firms and selected Bowen & Lawson, Engineers & Surveyors, of Jackson MO. Upon further investigation, the firm advised the Port that the road did not meet MHTD standards. This was critical, since the Port wanted to complete the road, dedicate it to MHTD, and have future maintenance performed by MHTD. Since the Conley & Hardy design had curves that were too sharp, the road would not meet State standards and would not be accepted by MHTD. Substantial additional grading and expense would be needed prior to paving, and all would have to be completed before road could be given officially to the MHTD.

Development. In June of 1987 the Port bought 7.74 acres from **Lone Star Industries** for \$9,288. This land was bought to close a gap in the Port's property between the former Juden tract and the slackwater harbor.

Russell G. Kullberg, Ph.D., from Southeast Missouri State University submitted his report titled "Environmental Assessment - Southeast Missouri Regional Port Authority" on March 12. It determined the environmental aspects of constructing a slackwater port, rail spur, and public dock on the Port's property.

The Missouri Department of Natural Resources (MoDNR) issued the permit necessary for the construction and operation of the Port's dredge disposal basin on July 17, 1987. It allowed the basin to be constructed as part of the harbor excavation, under the Corps' direction and funding. It ran through July 16, 1992 (replaced by permit MO-G690003).

The Port received the four-volume study "Southeast Missouri Energy Center Engineering Report" in August 1987. It was funded by the MoDNR grant to conduct a Power Recovery and Refuse Reclamation Feasibility Study for the waste-to-energy, co-generation plant. The study was favorable, but the project was not pursued due to subsequent changes in Missouri utility regulations and the adoption of more favorable electric rates by the utility which served Lone Star Industries (a key prospective customer for the plant).

Funding. Work continued on projects under the EDA-1 grant (\$1,000,000) and on the feasibility study for the waste-to-energy co-generation plant (\$201,570) funded by MoDNR.

MHTD awarded an administrative grant of \$56,000 for Fiscal Year 1988.

Tonnage. Tonnage data unavailable.

Finances. See next page.

Finances.

Assets	\$5,277,583
Operating Revenue	\$2,131,339
Net Income	\$1,307,701

Annual Sales Tax Revenue:

Cape County	\$1,248,062
Scott County	\$ 454,919
Total	\$1,702,981

Board of Commissioners

Cape Girardeau County

C. W. Rushing, Chairman
Charles F. Blattner, Secretary
Mysie S. Keene
Peter D. Kinder
James P. Limbaugh, Member at Large

Scott County

W. H. Winchester
Fred Surman, Jr.
M. D. Potashnick, Treasurer
John Brannock, Vice Chairman

July through December 1988:

Cape Girardeau County

James P. Limbaugh
Charles F. Blattner, Chairman
Mysie S. Keene
Peter D. Kinder
W. K. "Kin" Dillon, Member at Large

Scott County

W. H. Winchester, Secretary
Fred Surman, Jr.
M. D. Potashnick, Treasurer
John Brannock, Vice Chairman

On March 14, after 14 years of service as Chairman of the Port's Board of Commissioners, founding member **C. W. Rushing** resigned.

On March 14, **James P. Limbaugh** replaced **C. W. Rushing** who resigned.

On April 1, **W. K. "Kin" Dillon** replaced **James P. Limbaugh** as Member-at-Large.

Charles Blattner was elected Chairman and **W. H. Winchester** was elected Secretary.

W. K. Dillon 04-01-1988 to 12-31-1989. Cape Girardeau County. Retired insurance executive and businessman.

Staff. Thomas E. Cooley, Executive Director. Betty Doria, Secretary. Betty Doria began in January 1988 following Nena Mitchem's resignation in December 1987. Thomas Cooley submitted his resignation on June 14. He took a position with Lorimont Development Corporation, a local real estate developer, and the Regional Commerce and Growth Association.

Ads for a new Executive Director were placed a number of waterways trade journals and newspapers in port cities. After an extensive search and interview process, Allan A. Maki of New Orleans LA was hired as Executive Director beginning August 14, 1988.

Office. 2116 Main Street, Scott City MO 63780. Monthly meetings alternated between the Chamber of Commerce building in Cape Girardeau and City Hall Conference Room in Scott City. In December, the Board decided to hold future Board Meetings at the Port's new office, which had room for a large table and ten chairs.

Services.

Engineering
Legal
Accounting

Bowen & Lawson
Stephen Strom, Finch Bradshaw Strom & Steele
James V. Stallings, Inc.

Construction. 1988's most significant accomplishment was the completion of the slackwater harbor. The U.S. Corps of Engineers and contractor **Luhr Bros., Inc.** completed the harbor in March, months ahead of schedule. Later in the year, two large slides took place on the harbor's banks. The Corps agreed to repair the slides; **Luhr Bros., Inc.** began repair work on November 14. After removing 70,000 cubic yards of soil, crushed rock was placed on the bank area to add stability and reinforcement.

Attention focused next on the cargo dock. With plans finalized, the Corps issued Permit P-1638A on May 27 for construction. Unfortunately, the two large harbor slides created difficulties and delayed dock construction until the Corps made repairs.

Development. An application was made in January to include the Port in the Missouri Enterprise Zone, which already covered parts of the City of Cape Girardeau. Established under State law, an enterprise zone granted certain types of tax relief to new industries and was seen as an important tool in economic development. A public hearing on the 5.5 square mile extension was held on February 10 and the application was accepted by June.

The Port discussed building a railroad spur to serve the harbor area. The Missouri Pacific Railroad's Cape Girardeau Branch ran from Scott City to Cape Girardeau and lay about a mile west of the harbor. Several alternative routes were considered in terms of engineering, cost, environmental factors, permits, and funding sources.

Despite the Board's focus on the harbor and railroad spur, the development of roads to the Port was still a major priority. The original land survey of the access road (Route K) was miscalculated; thus, the road was built on land that was not deeded to the Port. Before MHTD would accept the road, the Port had to purchase the legal deeds to this land. In November the Port bought 21.73 acres from three different land owners: Chester H. Plourde, Rutha Sue Rogers, and Lyle & Jessie Lambert. This land was then transferred to MHTD for Route K construction.

With development progressing quickly, the Commissioners acknowledged that extending utilities to the Port site was imperative. Discussions centered on the need for competitive electric rates to attract companies. Some of the Board's Commissioners believed that building an energy plant at the Port or buying wholesale electricity would be the most efficient solution.

Major Events. In 1988, the Missouri Legislature extended Chapter 68 RSMo, giving port authorities the power of eminent domain and allowing condemnation of property involved in river commerce. This change later allowed the Port's 1991 land condemnation lawsuit against West Lake Quarry to be successful.

On January 20, U.S. Senator John Danforth visited the Port for a tour and meeting with the Board.

Funding. Work continued on construction projects funded by the EDA-1 grant (\$1,000,000).

MHTD awarded an administrative grant of \$55,000 for Fiscal Year 1989.

Tonnage. Tonnage data unavailable.

Finances. See next page.

Finances.

Assets	\$3,635,789
Operating Revenue	\$2,302,351
Net Income	\$ -101,794

Annual Sales Tax Revenue:

Cape County	\$1,370,332
Scott County	\$ 495,515
Total	\$1,865,847

Board of Commissioners

Cape Girardeau County
James P. Limbaugh
Charles F. Blattner, Chairman
Mysie S. Keene
Peter D. Kinder
W. K. Dillon, Member at Large

Scott County
W. H. Winchester
Fred Surman, Jr., Secretary
M. D. Potashnick, Treasurer
John Brannock, Vice Chairman

The new bylaws regarding the Member at Large took effect on December 31 when the term expired for **W. K. Dillon** of Cape Girardeau County. The Scott County Commission appointed **H. Alvie Modglin** to the position for 1990-1991.

Staff. Allan A. Maki, Executive Director. Betty Doria, Secretary. Jackie Thomas, Secretary. Elaine Michelson, Secretary. Betty Doria left her position at the Port in January. The Port hired Carla Hastings as a temporary secretary and then hired Jackie Thomas as the new Office Secretary in March. Thomas left her position in July and was replaced by Elaine Michelson in August.

Office. 2116 Main Street, Scott City MO 63780. Monthly meetings held at Port office.

Services.

Engineering	Bowen & Lawson
Legal	Stephen Strom, Finch Bradshaw Strom & Steele
Accounting	James V. Stallings, Inc.

Construction. 1989 was a major year for construction projects. After years of work, the new access road was completed in January. To meet specifications of the Missouri Highway and Transportation Department (MHTD), the grade had been rebuilt and the paving completed. A slide approximately four feet deep took place in the embankment in March; the slide broke the pavement and required a section of the road to be rebuilt. Furthermore, erosion issues had to be addressed by the Port. Despite these setbacks, on October 23, 1989, the new access road was formally accepted by the Missouri Highway and Transportation Department and became Missouri Route K.

Another important achievement was the cargo dock's completion in November. With the dock in place, the Port was well on its way to becoming a successful industrial operation. Slide repairs to the banks of the slackwater harbor were completed by the Corps in October 1989.

Development. As other construction projects came to a close, the Port's railroad connection became more of a priority. The engineering firm of Bowen & Lawson was hired to design the Port's railroad spur. Actual construction of the railroad spur would begin two years later.

The Port was obligated to purchase land to finish the right of way for Missouri Route K. The last parcel, totaling 1.92 acres, was bought from Roy and Joyce Statler-Rubel and transferred to MHTD. Furthermore, for future Port growth, 77.30 acres of land were purchased in October from Louis and Ruby Statler.

The Port became a member of the Missouri Port Authority Association in January 1989.

Marketing. With major infrastructure improvements in place, the Port sought prospective companies for its harbor industrial park. Prospects who later became tenants included Girardeau Stevedores & Contractors, Midwest Agri-Chemico, and Cape Girardeau Fleeting.

Funding. The Sales Tax Revenue Bonds matured on December 15, 1989, and were paid. The one-quarter cent sales tax expired on December 31, 1989. Any sales tax revenue collected afterwards was from delinquent taxes.

Work continued on construction projects funded by the EDA-1 grant (\$1,000,000).

MHTD awarded an administrative grant of \$52,095 for Fiscal Year 1990.

Tonnage.	Ammonium Nitrate	2,841
	Coke	4,321
	Potash	8,822
	Salt	9,352
	<u>Urea</u>	<u>2,060</u>
	Total	27,396

Due to low water and ice, the Corps could not dredge the harbor in December and so there was no tonnage that month.

Finances.	Assets	\$2,842,662
	Liabilities	\$ 450,000
	Equity	\$2,392,662
	Net Income	\$ 916,873
	Annual Sales Tax Revenue:	
	Cape County	\$1,462,093
	Scott County	\$ 514,299
	Total	\$1,976,392

Board of Commissioners

Cape Girardeau County
James P. Limbaugh
Charles F. Blattner, Chairman
Mysie S. Keene
Peter D. Kinder, Secretary

Scott County
W. H. Winchester
Fred Surman, Jr.
M. D. Potashnick, Vice Chairman
John Brannock
H. Alvie Modglin, Treas / Member at Large

Staff. Allan A. Maki, Executive Director. Elaine Michelson, Secretary.

Office. 2116 Main Street, Scott City MO 63780.

Services.

Engineering	Bowen & Lawson
Legal	Stephen Strom, Finch Bradshaw Strom & Steele Mike Richey, Richey Rice Spaeth Heisserer & Summers
Accounting	James V. Stallings, Inc.

Major Events. The biggest event of 1990, and in the Port's history through 1990, was the grand opening of the harbor, dock, and Route K on April 28, 1990. The U.S. Army Corps of Engineers inspection towboat, the Motor Vessel Mississippi, entered the new slackwater harbor from the river. On its way to the new dock, it cut through a ribbon stretched across the harbor and decorated with numerous helium-filled red, white, and blue balloons. Despite a spring rain that forced the celebration to be held inside the inspection boat, it was a huge success.

Construction. With the completion of the harbor, dock, Route K, and water system, the pace of construction activity slackened temporarily in 1990. A truck scale was installed at the cargo dock and deemed operational by June. Planning for future construction projects, including the railroad spur, took the place of actual construction.

Development. Anticipating the completion of the railroad spur to the Missouri Pacific Railroad branch line in the next few years, the Port entered into discussions during October with railroad operator Respondek Railroad Corporation. The company was owned by twin brothers, Jerry and Terry Respondek, and performed switching services for several oil refineries and terminals in Wood River IL.

Conley & Hardy sued the Port for past engineering expenses on the access road. Invoices had not been paid because the Board felt the services were poorly performed. The road did not meet MHTD standards and suffered slides in some embankment areas. Under the legal advice of Mike Richey, attorney, the Port counter-sued.

With the Port's major facilities completed, the Board of Commissioners worked to bring utilities to the site. As a method of providing inexpensive electricity to its tenants, the Port sought to become a municipal utility.

Marketing. Land leases were signed with two companies in March. Girardeau Stevedores & Contractors, Inc., was selected to lease the cargo dock, including adjacent land, and operate the dock as a public terminal. Midwest Agri-Chemico signed a tentative lease with the Port.

In legal terms, the two land leases were “subleases,” since the Port did not own the land itself but leased the land from West Lake Quarry. West Lake had to approve any subleases to make them valid, but refused to sign the subleases. This action threatened to halt the Port’s development at a time when major infrastructure components had just been completed. Consequently, the Port filed suit for condemnation of the land it leased from West Lake.

Funding. MHTD awarded an administrative grant of \$45,615 for Fiscal Year 1991.

Major Events. In August, the access road within the Port was named Rushing Road. This was in honor of **C. W. “Woody” Rushing**, the founding member of the Port Board who served as Chairman for fourteen years.

The access road was the main road through the Port, the only other road being the short driveway to the dock. While Rushing Road originally referred to the entire new road from Route N, most of it was later given to MHTD and became known as Route K. Officially, Route K ended at the Port’s gate, where the pavement stopped. North of the gate, as a gravel road, the access road made a large curve to the east and ran along the south side of the harbor and the original dock, then through a gate into the quarry.

Tonnage.	Ammonium nitrate	3,956
	DAP	5,770
	Potash	7,847
	Salt	8,835
	Urea	<u>1,996</u>
	Total	28,454

Finances.

Assets	\$2,545,357
Operating Revenue	\$1,789,571
Net income	\$ 152,695

Annual Sales Tax Revenue	
Cape County	\$ 304,010
Scott County	\$ 88,781
Total	\$ 392,790

The one-quarter cent sales tax expired on December 31, 1999, and collections were completed in 1990. There were some small collections of delinquent taxes through subsequent years, which were disbursed to the Port.

Board of Commissioners

Cape Girardeau County

James P. Limbaugh
Charles F. Blattner, Chairman
/ Irvin Garms
Mysie S. Keene, Treasurer
Peter D. Kinder, Vice Chairman

Scott County

W. H. Winchester
Fred Surman, Jr., Secretary
M. D. Potashnick, Chairman
John Brannock / William Bess
H. Alvie Modglin, Member at Large

On May 23, **Irvin Garms** replaced **Charles Blattner** who resigned that date.

On May 30, **William "Bill" Bess** replaced **John Brannock** who resigned on April 29.

Irvin Garms 05-23-1991 through present. Cape Girardeau County. Retired. President, Potashnick Construction, Inc. Total experience of 54 years in the construction industry with responsibility for multiple divisions and related companies. These included 48 years with R. B. Potashnick General Contractor, 32 years as Division Manager of Heavy and Highway Division, 25 years as President of Potashnick Construction, Inc. which he co-founded in 1953. He retired in 1985.

His highway construction projects included supervising and building hundreds of miles of toll roads, interstate highways, and state highways, in nine states and Puerto Rico. Heavy construction projects included five earth-filled dams for flood control (for Corps of Engineers and water districts). He served on a three-man management team building the Oroville Dam in California, the world's tallest earthen dam and teh largest public bid project in the United States at the time of its letting.

He supervised the building of three inland seaport harbors -- two in Puerto Rico (Phillips 66, Sun Oil) and one in Dubai, United Arab Emirates (now the largest man made sea port in the world). The harbors included both excavation, shoreside grading, and dikes. Other marine projects included hydraulic dredging, enlarging and deepening harbors and channels (including the Los Angeles harbor), and building levees.

Other projects included site grading for industrial, commercial, and retail centers as well as building erosion control projects.

William Bess 05-30-1991 to 11-25-1996. Scott County. Chairman Emeritus, First National Bank. Banking executive, manager of mobile home manufacturing company, advisor to Joel Montgomery (owner of First National Bank), and long-time member of FNB's Board of Directors. Also served on Board of Directors of the Bank of Chaffee. Board member, Board of Municipal Utilities, City of Sikeston MO.

Committees.

Finance	Mysie Keene
Energy	Peter Kinder
Marketing	Mysie Keene
Construction	Fred Surman

Staff. Allan A. Maki, Executive Director. Elaine Michelson, Secretary. Mark Eldridge, Marketing Advisor (temporary employment).

Office. 2116 Main Street, Scott City MO 63780.

<u>Services.</u>	Engineering	Bowen & Lawson
	Legal	Stephen Strom, Finch Bradshaw Strom & Steele Mike Richey, Richey Rice Spaeth Heisserer & Summers
	Accounting	Earley Janssen Begley & Co.

Construction. With Route K, the harbor, and the dock in place, the railroad was the last major transportation facility still uncompleted. In 1991, after years of planning and paperwork, the Port began Phase 1 work on the railroad spur. In May the Port hired CWR Construction out of Little Rock, AR as the contractor for this construction.

Phase 1 of the railroad spur involved grading the roadbed from the Missouri Pacific Railroad's Cape Girardeau Branch to the harbor industrial area. It involved extensive earthmoving to make a deep cut through the hill west of the harbor. The excavated dirt and rock were used as embankment for the track's roadbed westward to the existing branch line and eastward to the dock. Additional material was used as industrial site fill, approximately 300 feet north and south of the track's roadbed from the hill to the harbor area, about 1200 feet in length. The laying of the track was to be done under a later phase.

In later years, after the Port bought the Missouri Pacific branch line, the "railroad spur" to the harbor industrial area became known as the "Harbor Lead Track" with many spur tracks extending from it.

Development. A settlement was reached on the land condemnation lawsuit with West Lake Quarry. The settlement agreement allowed the Port to buy 169.3 acres of land from West Lake for \$350,000 plus \$12,806.94 in lease payments due through March 8. With legal, surveying, and other costs included, the total cost of the acreage was \$407,651. Furthermore, this action made the Port's subleases with Girardeau Stevedores and Midwest Agri-Chemico legally binding.

The Port purchased 71.41 acres from **Lone Star Industries**. In return, the Port gave 10.4 acres, which resulted in a straight-line boundary, and \$73,212 in compensation. The net addition of land to the Port was 61.01 acres.

Union Electric filed suit against the Port in April, contending that the Port did not have authority to purchase energy at wholesale prices and resell it at retail rates to Port tenants. The Port had sought to do so, acting in much the same manner as a municipal utility. Union Electric claimed that a port authority was not a municipality. Union Electric was an investor-owned utility company regulated by the Missouri Public Service Commission (PSC). Municipal utilities, like those in Sikeston and Jackson, were not subject to PSC regulation.

Since the Port had not paid invoices for past work done by Conley & Hardy, the engineering firm continued their legal proceedings against the Port. The Port counter-sued for \$150,000, which was the cost of redesigning and rebuilding Route K.

The Missouri Department of Natural Resources (MoDNR) issued the Port a Dredge Basin Discharge Permit (MO-G690003) on September 6.

Marketing. Preliminary talks occurred between the Port and two companies, First Missouri Terminals and Consolidated Grain and Barge. Egyptian Concrete became a temporary tenant. In December Midwest Agri-Chemico, Inc. and First Missouri Terminals Corporation signed land leases.

Funding.

The U.S. Department of Transportation's Federal Railroad Administration (FRA) awarded a grant of \$305,329 for Phase 1 (grading) of the railroad spur between the Union Pacific Railroad's Cape Girardeau Branch and the Port's harbor industrial area.

MHTD awarded an administrative grant of \$36,492 for Fiscal Year 1992.

Ammonium nitrate	1,882
DAP	8,049
Potash	15,546
Salt	11,781
Urea	7,983
Corn	112
Soybeans (wet)	671
<u>Miscellaneous</u>	<u>3,691</u>
Total	49,714

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 85,707	Assets	\$12,837,121
Operating Expenses	\$ 149,169	Liabilities	\$ 126,604
Operating Income	\$ -63,462	Equity	\$12,710,517
Net Income	\$ 6,917,349		

Board of Commissioners

Cape Girardeau County

James P. Limbaugh
Irvin Garms
Mysie S. Keene, Treasurer
Peter D. Kinder, Vice Chairman
W. K. "Kin" Dillon, Member at Large

Scott County

W. H. Winchester
Fred Surman, Jr., Secretary
M. D. Potashnick, Chairman
William Bess

As required by the amended by-laws, Member at Large position held by Scott County for two years (1990-1991, **H. Alvie Modglin**) expired. The Cape Girardeau County Commission appointed **W. K. "Kin" Dillon** for 1992-1993. He had served previously as Member at Large during 1988-1989.

One year into his current term as Member at Large (on January 1, 1993), **W. K. "Kin" Dillon** replaced **Peter Kinder** whose term expired on December 31, 1992.

Committees.

Construction	Irvin Garms
Finance	Mysie Keene
Marketing	Mysie Keene
Utility	Peter Kinder

Garms was chosen to serve as chairman of the Construction Committee. He quickly identified the things that were needed for the Port to develop and changes to be made from the original layout and design. Instead of several large open drainage ditches running through the Port's property, he proposed installation of storm water detention dams and storm sewers. This made more land available for use and provided more revenue from land leases. He provided leadership for the Port and MHTD in locating Route AB from Interstate 55 to the eastern border of the Port property (with **Tower Rock Stone Co.**). In June 1992, he negotiated with Alois Luhr, representing **Tower Rock Stone Co.** for the hauling at no cost to the Port of 400,000 cubic yards of fill material from quarry stripping to fill low land to the 500-year flood elevation within the Port, so development could proceed.

Staff. Allan A. Maki, Executive Director. Elaine Michelson, Secretary.

Office. 2110 Main Street, Scott City MO 63780.

Services.

Engineering	Bowen & Lawson
Legal	Stephen Strom, Finch Bradshaw Strom & Steele Mike Richey, Richey Rice Spaeth Heisserer & Summers Lewis Rice & Fingersh
Accounting	Earley Janssen Begley & Co.

U.S. Vice President Dan Quayle visited the Port in October 1992. He announced the awarding of a grant (EDA-2) from the U.S. Department of Commerce, Economic Development Administration (EDA) for the amount of \$1,184,000; the EDA-2 grant was for capital improvements, including the purchase of the Union Pacific Railroad's Cape Girardeau Branch line, Phase 2 construction of the rail spur (installation of trackage), water system improvements, and dock improvements. The Port was required to provide a local match of \$794,000.

Construction. 1992's major construction project was grading (phase 1) of the railroad spur. CWR Construction completed this project by October.

A direct highway to Interstate 55 was the Port's next major infrastructure need. Grading of the railroad spur was completed in October 1992 and the EDA-2 grant was in place to construct the track on the completed roadbed.

In an effort to provide its tenants with electricity, the Port purchased a 100 kW generator.

Development. While Route K and Rushing Road (the portion of the access road on the Port's property) were much better than the original county road, they still required all truck traffic to travel the full length of Scott City's Main Street. A better highway was needed to take the traffic out of Scott City and give the trucks a direct route to/from the Interstate.

The proposed new highway Missouri Route AB, called "Nash Road" by locals, had an interchange on I-55 near the Cape airport and Rhodes Truck Stop. The road ran east-west through the Greater Cape industrial park west of I-55 and the Scott City industrial park east of I-55. Both areas were protected from flooding by levees built by the Corps of Engineers. It was proposed to extend Nash Road (MO Route AB) eastward to the Port's harbor industrial area.

Triad Research Services (Dr. Gary Rex Walters) conducted archeological studies required by MHTD and the Federal Highway Administration prior to the highway's design. The first study identified a number of archeological sites, most of which were not found eligible for inclusion in the National Register of Historic Places. One site that was found eligible was the subject of a Phase 2 test, which confirmed the eligibility. Due to this finding, it was required that the highway design preserve the site. Fortunately, the site was located where a 20-foot tall embankment would be placed, so it could be preserved by burial under the fill.

The Southeast Missouri Regional Planning and Economic Development Commission (Kathy M. Mangels) prepared the "Environmental Assessment - Nash Road Extension." This involved obtaining comments from a variety of State and Federal agencies as well as through public hearings. The final report was submitted to MHTD in August 1992.

With approval of a 6-cent gasoline tax by the Missouri Legislature, the Nash Road project was given higher priority. By the end of 1992, MHTD gave the project an official number.

The Board of Commissioners continued to purchase land. In April, the Port acquired 74.16 acres from Louis W. and Ruby Statler for \$141,442. The Port also bought 26 acres from MAC Grain Company (David Mann and Jim Clay, not related to Midwest Agri-Chemico) in July for a total price of \$44,215.

Marketing. With most of the Port's major components in place, companies began locating in the industrial park. An agreement with Cape Girardeau Fleeting, Inc. was announced in 1992, though it was not official until April of 1993. According to the press release, the fleeting company "would enhance the ability of the public dock to handle more traffic as it [came] through." Another company, Consolidated Grain and Barge Company, Inc., signed a letter of intent with the Port on April 13; it was effective through April 13, 1997. This formalized CGB's plans to locate at the Port, subject to mutually acceptable determination of site and negotiation of a land lease.

For its marketing brochure, the Port received a Superior Certificate, second place, in the statewide contest held by the Missouri Department of Economic Development. The City of Scott City gave the Port a Certificate of Economic Excellence for participating in the city's economic development.

Funding. Work continued under the Federal Railroad Administration (FRA) grant, "Railroad Phase 1" which was the grading project for the railroad line into the Port's harbor industrial area, connecting it with the Union Pacific Railroad's Cape Girardeau Branch. The grant amount was \$305,329. It began February 8, 1991, and was completed on October 2, 1992.

The Port's second grant from the U.S. Department of Commerce, Economic Development Administration (EDA), was approved on December 1, 1992. The amount of \$1,184,700 was for construction of the railroad, dock pavement, and water line. It was known locally as "EDA-2" since it was the Port's second grant from EDA. The first grant covered the dock and a water line to the dock. The EDA-2 grant was modified to include purchase of the UP's six-mile Cape Girardeau Branch rail line and construction of a sidetrack east of Scott City so railcars could be exchanged between UP and the Port's rail line, in addition to building the rail line to the harbor industrial area. The Southeast Missouri Regional Planning and Economic Development Commission (Perryville MO) assisted the Port in the application and administration of the grant.

MHTD awarded an administrative grant of \$41,000 for Fiscal Year 1993.

<u>Tonnage.</u>	Ammonium nitrate	2,503
	Salt	9,132
	DAP	14,524
	TSP	2,073
	Gypsum	1,313
	Urea	8,272
	Liquid fertilizer	12,326
	Miscellaneous	750
	Potash	<u>23,235</u>
	Total	74,129

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 82,580	Assets	\$13,201,890
Operating Expenses	\$ 192,168	Liabilities	\$ 209,617
Operating Income	\$ (109,588)	Equity	\$12,992,273
Net Income	\$ 281,756		

Board of Commissioners

Cape Girardeau County

James P. Limbaugh
Irvin Garms
Mysie S. Keene, Chairman
W. K. "Kin" Dillon, Treasurer
Raymond G. Buhs, Member at Large

Scott County

W. H. Winchester, Vice Chairman
Fred Surman, Jr., Secretary
M. D. Potashnick
William Bess

On January 1, 1993, one year into his 1992-1993 term as Member at Large, **W. K. "Kin" Dillon** replaced **Peter Kinder** whose term expired on December 31, 1992.

On January 1, 1993, **Raymond G. Buhs** replaced **W. K. "Kin" Dillon** as Member at Large for the remaining year of Cape Girardeau County's term.

On January 1, 1994, **Joe Gambill** replaced **James P. Limbaugh** who resigned on December 31, 1993.

Raymond G. Buhs 01-01-1993 to 12-31-1993. Cape Girardeau County. Retired. President, Semo Stone Company.

Committees.

Construction	Irvin Garms
Utility	Bill Bess
Finance	Kin Dillon
Marketing	W.H. Winchester

Staff. Executive Director Allan A. Maki, in a March 8, 1993 letter to the Board, cited that "profound and fundamental disagreements with the Board of Commissioners regarding the mission [and]...management" of the Port led to his resignation at the March Board meeting. After an extensive search, the Board voted on March 22 to hire Daniel L. Overbey as the Executive Director. He began work on April 5 and his first Board meeting was April 12.

Dan Overbey grew up in Sikeston MO where he worked part-time during school at his parents' Shell service station. During college, he worked as a summer rodman for the Missouri State Highway Department. He graduated from Southeast Missouri State University (BSBA 1970) then attended the University of Texas at Austin (MBA 1976). His work experience included transportation management and real estate development. At two railroads, he held positions ranging from yard clerk to senior transportation economist. At several trucking companies, his duties focused on market research and profitability analysis. He worked four years in real estate development with Drury Development Corporation in Cape Girardeau where his projects included the Cape West Business Park (Wal-Mart, Sam's, Bluff City Beer, U.S. Postal Service's Area Mail Processing Center, Lowe's) as well as other commercial and residential projects.

The Port's staff also underwent changes. At the beginning of the year, Elaine Michelson was employed by the Port as the Secretary, though she was on maternity leave. Leslie Simmons was the temporary office manager. Michelson resigned on March 8 and Simmons took her place in the newly renamed Administrative Assistant position. In May, the Port hired Laura J. Joyce Hulcy as the Office Secretary.

Office. 2110 Main Street, Scott City MO 63780.

Services.	Engineering	Jim Lawson, Bowen & Lawson
	Legal	Stephen Strom, Finch Bradshaw Strom & Steele Mike Richey, Richey Rice Spaeth Heisserer & Summers
	Accounting	Beussink Hey Martin & Roe

Development. Preliminary approval of Route AB's location, also known as the Nash Road extension, was given in January. On February 24 a public hearing on this project was held to gather public comments. This important project would eventually provide direct access from the Port to Interstate 55.

As Chairman of the Construction Committee, **Irvin Garms** had decided how the drainage must be handled and relocated and walked the line that brings Route AB out from I-55 to the east border of the Port property. The Port Board viewed this road extension as key to future Port growth and development.

Cape Girardeau's John Oliver, a member of the State Highway Commission, and Freeman McCullah, MHTD District Engineer at Sikeston, were contacted by **Garms** and Overbey for their help in promoting the Route AB project. The Port agreed to furnish all right-of-way for the road from the east property line to Ramsey Creek at no cost to the State. All the borrow pit dirt would be available for the entire project from the Port property. After meeting several times, the State agreed to build Route AB to Route K junction but no farther. **Garms** and Overbey asked that MHTD build it to the east property line. After several meetings with the State Engineer, MHTD agreed that if the roadbed, approximately 3,000 feet, was graded to their specifications, MHTD would pave it 28 feet wide with nine inches of concrete and six-foot wide asphalt shoulders. When completed MHTD would give it to the Port to maintain from that date forward as their own road.

Alois Luhr of **Luhr Bros., Inc. - Tower Rock Stone Co.** was contacted by **Irvin Garms** who asked if they would grade the 3,000 feet, including the blasting of a large rock cut. Luhr agreed to finish to grade at his company's expense as MHTD requested. It was completed to that grade and ready for paving.

There were several meetings between **Garms**, Overbey, and Freeman McCullah (MODOT District Engineer) regarding Route AB's crossing of the Semo Port Railroad (SE) line. The Port asked for an overpass. MODOT initially recommended an at-grade crossing with flasher signals. After much investigation and discussion, MODOT agreed to include an overpass in the plans, even though the cost was significant, since it would be safer and more efficient.

The Port's legal cases were finally settled in 1993. After seven years, the Board of Commissioners finally reached a settlement with Conley & Hardy. Hoping to avoid further legal expenses, the Port paid the engineering company \$15,000 and agreed to drop its counter suit. This amount included Conley & Hardy's \$13,436 original bill for extra services they provided due to the road access failure and it also included 9% interest on this amount accumulated from 1986. The settlement was officially signed on March 24.

In the Port's other legal case, the Board of Commissioners dropped its suit against Union Electric on October 1 after negotiations with Scott-New Madrid-Mississippi Electric Cooperative and UE.

Besides legal issues, the Port experienced a number of smaller developments in 1993. On November 19, the Board of Commissioners awarded Girardeau Stevedores with the EDA dock paving project. Girardeau Stevedores received more good news the next month when it received its permit from the U.S. Army Corps of Engineers for dolphins. Lastly, by December, Bowen & Lawson had begun to develop plans to extend the Port's water line.

Semo Port Railroad also progressed in 1993. The Port was in its final negotiations to purchase six miles of Union Pacific Railroad branch line. Furthermore, the Port's engineers completed the designs for the dock lead track, dock spur, and an interchange track. In November, discussions began with Respondek Railroad Corporation, the Port's future rail freight service contractor.

Due to vast improvements at the Port, new tenants were arriving and old tenants were expanding. Cape Girardeau Fleeting, Inc. signed a lease on April 12 with the Port; the lease was to expire December 31, 1997.

Major Events. On Sunday April 25, 1993, the U. S. Army Corps of Engineers' new inspection boat, the *M. V. Mississippi*, visited the Semo Port harbor and tied up at the dock. A dinner was held that evening in the Girardeau Stevedores' warehouse building adjacent to the dock. The Port Board, towboat officers, and members of the Corps' Mississippi River Commission attended the informal dinner. This was the maiden trip of the new towboat which replaced an older Corps boat of the same name.

Summary. 1993 was the year of the Great Mississippi River Flood. It caused extensive damage throughout the Midwest. For several months the Mississippi River was closed to all traffic from Cairo, Illinois north due to flooding conditions. During the July Board meeting, the floodwaters covered the Port's dock. All of the companies at the Port were out of service -- Girardeau Stevedores, and Midwest Agri-Chemico, and First Missouri Terminals.

Due to the flood, the Port applied for assistance from the Federal Emergency Management Agency (FEMA). Thanks to the modern construction of the Port's facilities, the Port suffered relatively little flood damage. However, the Port's inclinometers and dredge disposal basin did sustain significant damage. Other, more minor, flood damages included washed away gravel from roads and the need for the land to be reseeded. FEMA provided \$20,043 as 90% reimbursement (plus 5% SEMA, State Emergency Management Agency, and 5% Port funds). Repairs were made in 1994.

Funding.

The EDA-2 grant of \$1,184,700 was for railroad construction, dock paving, and water line. Its projects were underway between 12/1/1992 and 11/26/1995.

FEMA provided \$20,043 as 90% reimbursement for repairs to flood damage.

Southwestern Bell Telephone, \$7,000 grant to research Foreign Trade Zone

MHTD awarded an administrative grant of \$42,000 for Fiscal Year 1994.

<u>Tonnage.</u>	Coke (petroleum)	82,155
	Potash	10,602
	DAP	7,770
	Salt	2,904
	Liquid fertilizer	18,882
	TSP	2,356
	Pine nuggets	797
	<u>Urea</u>	<u>5,100</u>
	Total	259,338

Tonnage increased 250% from 1992 to 1993. Tonnage breakdown data for 1993 is incomplete (covers only January-May).

Finances. See next page.

Finances.

Income Statement

Operating Revenue	\$	154,686
Operating Expenses	\$	198,183
Operating Income	\$	(43,497)
Net Income	\$	(82,773)

Balance Sheet

Assets	\$12,928,553
Liabilities	\$ 19,054
Equity	\$ 2,909,499

Board of Commissioners

Cape Girardeau County
Joe Gambill
Irvin Garms
Mysie S. Keene, Chairman
W. K. "Kin" Dillon, Treasurer

Scott County
W. H. Winchester, Vice Chairman
Fred Surman, Secretary
M. D. Potashnick
William Bess
R. Chap Arnold, Member at Large

On January 1, 1994, **Joe Gambill** replaced **James P. Limbaugh** who resigned on December 31, 1993.

As required by the amended by-laws, Member at Large position held by Cape Girardeau County for two years (1992-1993, **W. K. "Kin" Dillon** and **Raymond G. Buhs**) expired. The Scott County Commission appointed **R. Chap Arnold** for 1994-1995.

The terms of **Mysie S. Keene** and **Fred Surman Jr.** expired on December 31, 1994.

R. Chap Arnold 01-01-1994 to 12-31-1995. Scott County. Owner, Chap Arnold Insurance Inc.

Joe Gambill 01-01-1994 to 12-31-1994. Cape Girardeau County. Retired. Plant Manager, Lone Star Cement. Plant Manager, Biokyowa. Later served as Cape Girardeau County Commissioner.

<u>Committees.</u>	Construction	Irvin Garms
	Utility	Bill Bess
	Finance	Kin Dillon
	Marketing	W.H. Winchester

Staff. Daniel L. Overbey, Executive Director. Leslie Simmons, Manager of Finance and Administration. Laura Joyce Hulcy, Market Analyst.

Office. 2110 Main Street, Scott City MO 63780.

<u>Services.</u>	Engineering	Jim Lawson, Bowen & Lawson
	Legal	Stephen Strom, Finch Bradshaw Strom & Steele
	Accounting	Beussink Hey Martin & Roe

Construction. The Missouri Highway and Transportation Department (MHTD) began construction on Missouri Route AB, the road connecting the Port to Interstate 55. Semo Port provided preliminary engineering, performed environmental studies, and purchased land for the new road's right of way. Right of way land purchased by the Port was transferred to MHTD. The Port retained a strip of land for use as a utility corridor along the north and south sides of the western portion of Route AB. Three easements were given to allow adjacent landowners to cross the Port's strip and access Route AB. The Port provided construction easements on Port owned land for MHTD's construction at other locations. MHTD was provided fill material from the Port's property known as Statler Hill, located just west of the Union Pacific Railroad's branch line.

MHTD's first contract (JOSO714B) was awarded to Bloomsdale Excavating in the amount of \$2,239,133.49, total cost, in August for roadbed grading. Construction on the road began October 10. The official ground breaking for Route AB construction was held on the top of Statler Hill on November 3, 1994, but little progress was made for the rest of the year due to poor weather.

The first MHTD contract for Route AB's extension was of crucial importance as the start of the highway project. Freeman McCullah, District Engineer, MHTD was most helpful in bringing the project to reality. At his direction, MHTD personnel worked several weekends (including a holiday weekend) to complete the plans for the first contract job. At the monthly meetings of the state Highway Commission, on occasion there would be a project which would not be ready and an opening would occur in the MHTD schedule of projects and budgets. Because McCullah had the plans ready, the Highway Commission took advantage of such a delay elsewhere and put Route AB into the construction lineup sooner than had been anticipated.

The first contract was of crucial importance in another way. Because it was funded entirely with state funds – no Federal funds were involved – the contract was allowed to serve as part of the local match for the EDA-3 grant, in combination with a community development block grant from the Missouri Department of Economic Development. This was first proposed by Chauncy Buchheit of Southeast Missouri Regional Planning, and was pursued with the cooperation of Freeman McCullah at MHTD and the regional staff of EDA. Without this cooperative effort, the Port would not have been able to utilize the EDA-3 grant funds, which were badly needed to make critical improvements.

Semo Port Railroad. The Semo Port Railroad (SE) began to take form in 1994. On October 28, the Port purchased six miles of railroad from the Union Pacific Railroad. This purchase involved gathering over thirty tracts of land comprising the right of way, performing an environmental survey, arranging forty-three related contracts, negotiating a marketing agreement, and fulfilling other smaller tasks. The line was built in 1929-1930 by the Missouri Pacific Railroad as its Cape Girardeau Branch. The line extended from Cape Girardeau southward across the Headwater Diversion Channel and into the north side of Scott City, where it turned eastward and connected with the Union Pacific's main line just west of the Thebes railroad bridge.

The Missouri Pacific Railroad had run unit coal trains over the line from southern Illinois, across the Thebes bridge, and up the branch to the Frisco Railway's yard in south Cape Girardeau. From there, the Frisco took them to the Union Electric power plant at Rush Island MO, south of Crystal City. In 1980 the Frisco became part of the Burlington Northern Railroad, and in 1983 the Missouri Pacific Railroad became part of the Union Pacific Railroad.

The Missouri Pacific had upgraded the line to handle the heavy coal traffic, and it was maintained accordingly. By 1990, however, changes in air quality regulations forced Union Electric to switch from high sulfur Illinois coal to low sulfur western coal, and the coal trains from Illinois ceased running over the Cape Girardeau branch. There was a very minimal amount of other local rail traffic, and Union Pacific considered abandonment. Since the Port was planning to build a rail spur to connect the harbor industrial area with the UP's branch, the UP asked if the Port would like to purchase the line. The purchase agreement was effective October 28, 1994.

An agreement was signed on October 10 with Respondek Railroad Corporation to serve as SE's rail freight service provider and move railcars over the SE tracks. The Port, through its Semo Port Railroad, would establish rates with the UP and BNSF and handle daily transactions.

Paperwork for the railroad was abundant: title reports and an environmental assessment were completed, the railroad was named a subsidiary corporation, a car handling agreement with Union Pacific was established, liability insurance was obtained, and interchange agreements were signed with the Burlington Northern Railroad, Southern Pacific Transportation Company, and Union Pacific Railroad.

In August of 1994, a locomotive was acquired through government surplus – a 1951-model General Motors GP7 road switcher locomotive. The locomotive, USA 1823 (initials stood for U.S. Army), had previously been used by the U.S. Army at Fort Carson CO. It had a 1500 horsepower, 16 cylinder, diesel engine and was rebuilt by the Army in 1979.

Because the locomotive had brass friction bearings on its four axles (and not roller bearings), the body had to be removed from the wheel trucks. A flatcar had to be prepared with wooden cribbing built up to hold the body, then tied down with steel bolt rods. A second flatcar held the two 20-ton wheel trucks, cribbed in place with wooden blocks and held by steel bolt rods. This took a week of work by Dan Davis, Bill Spieker, and Dan Overbey at Fort Carson CO. Two large cranes were needed to lift the 80-ton locomotive body. Later, the process was reversed at Semo Port using Girardeau Stevedores' cranes to reassemble the USA 1823 at its new home.

The Port's switching railroad was officially named Semo Port Railroad, Inc. The Association of American Railroads assigned it the initials (Standard Carrier Alpha Code) of "SE". The Interstate Commerce Commission approved the SE as a common carrier in Finance Docket 32543 on August 15, 1994.

The Port also worked on smaller projects in 1994, mostly concerning its infrastructure. In an effort to establish electricity at the port, the Scott-New Madrid-Mississippi County Electric Cooperative installed poles and some electric lines. By the end of the year electric service was available through Scott-Mississippi-New Madrid Electric Cooperative and Union Electric. In addition, MO-DNR approved plans for a secondary settling basin, Girardeau Stevedores paved the Port's dock, and preliminary discussion on building an office at the Port began.

Besides infrastructure projects, the Port also worked on repairing damages from the Great Flood of '93. Repairs included replacing inclinometers and piezometers, reapplying gravel to roads, and fixing slides on the dredge disposal basin's banks. Furthermore, the U.S. Corps of Engineers dredged the harbor in August. The Flood left five feet of silt throughout the harbor, with ten to fifteen feet in some areas near the shore. After the dredging was complete, the Corps had removed over 141,000 cubic yards of silt.

Development. The Port performed many real estate transactions in 1994. The Port bought 21.31 acres from Lyle and Jessie Lambert, Louis A. and Alene V. Heisserer, and MAC Grain Company. Upholding an agreement with **Lone Star Industries**, the Port sold the company 14.07 acres. Furthermore, the Port transferred land to MODOT for the building of Route AB. On December 14, 1994, three acres were bought from the Lamberts for a storm water detention pond. It allowed additional harbor frontage to be developed, instead of being used for drainage ditches. In addition, the pond holds water and serves as an improved woodland habitat.

Marketing. Consolidated Grain and Barge signed a land lease with the Port for a sixteen-acre tract to be used for a grain elevator. Girardeau Stevedores and Contractors and First Missouri Terminals / Midwest Agri-Chemico leased extra land. Also, Xylem / Mylex leased one acre of land for storing barge loads of cypruss mulch.

Funding. On October 1, Congressman Bill Emerson announced at the Semo Port dock that the Port had been awarded the EDA-3 grant for the construction of a sewage system, auxiliary dock pad, dredge disposal basin, rail spur, and access road.

EDA-3	\$3,075,000	grant for roads, railroads, sanitary sewer	1995-1997
CDBG	\$ 187,000	state portion of EDA-3 projects	1995-1997
EDA-2	\$1,184,700	grant for railroad, dock paving, water line	1992-1995

MHTD awarded an administrative grant of \$33,600 for Fiscal Year 1995.

Leslie Simmons, Manager of Finance and Administration, completed the "Financial History" of the Port. It included compilations of financial results, land purchases, grants, reports, and other information.

<u>Tonnage.</u>	Ammonium nitrate	5,090
	Miscellaneous	3,361
	Coal	6,434
	Potash	27,851
	Coke	217,810
	Salt	7,896
	DAP	13,403
	TSP	4,734
	Iron sulfate	1,680
	Urea	16,599
	<u>Liquid fertilizer</u>	<u>31,403</u>
	Total	336,743

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 189,143	Assets	\$12,823,021
Operating Expenses	\$ 173,071	Liabilities	\$ 17,876
Operating Income	\$ 16,072	Equity	\$12,805,145
Net Income	\$ 57,700		

As of April 1994, the sales tax had generated \$7.3 million of revenue for the Port. The Scott County portion was \$1.9 million and the Cape Girardeau County portion was 5.4 million.

Board of Commissioners

Cape Girardeau County

Cliff Rudesill
Irvin Garms, Secretary
John Thompson
W. K. "Kin" Dillon, Vice Chairman

Scott County

W. H. Winchester, Chairman
Ron Whitaker
M. D. Potashnick
William Bess, Treasurer
R. Chap Arnold, Member at Large

On January 1, **Cliff Rudesill** replaced **Joe Gambill** who resigned November 30, 1995, having run successfully for the Cape Girardeau County Commission.

On January 1, **John Thompson** replaced **Mysie S. Keene** whose term expired.

On January 17, **Ron Whitaker** replaced **Fred Surman** whose term expired.

John Thompson 01-01-1995 to present. Cape Girardeau County. Community Bank President, Bank of Missouri.

Cliff Rudesill 01-01-1995 to 11-30-1995. Cape Girardeau County. Retired. Riverside Lumber Company, including land development projects.

Ron Whitaker 01-17-1995 to 12-31-2004. Scott County. Owner, Whitaker Hardware Store.

Committees.

Construction	Irvin Garms
Finance	Bill Bess
Marketing/Industrial	W. K. Dillon
Utility	M. D. Potashnick

Staff. Daniel L. Overbey, Executive Director. Leslie Simmons, Manager of Finance and Administration. Laura Joyce Hulcy, Market Analyst. Leslie Simmons resigned on May 15 and Robert Anderson was hired for the position.

Office. 2110 Main Street, Scott City MO 63780.

Services.

Engineering	Jim Lawson, Bowen & Lawson
Legal	Stephen Strom, Finch Bradshaw Strom & Steele
Accounting	Beussink Hey Martin & Roe

Construction. In 1994, the Port purchased the six-mile Cape Girardeau Branch of the Union Pacific Railroad. In 1995, the Port worked on extending that track to the Port's harbor and industrial sites. On February 13, Trac-Work, Inc. bid the lowest for the harbor lead track, interchange track, and industry spur projects; construction began in March. Along with extending the existing track by 1.5 miles to the harbor industrial area, these projects also involved building an industry railroad spur at the general cargo dock. The interchange track was located east of Scott City. In May the contractor began laying track and installing switches for the interchange.

Marking an important milestone in the Port's history, the construction of the Harbor Lead Track was completed in November. The Port now offered full barge and rail access. The finishing touch to the Port's transportation infrastructure was the completion of Route AB, two years later.

The Port established a partnership with the federal, state, and local agencies for the construction of Route AB. To fulfill this partnership, the Port provided 3.4 miles of right-of-way, conducted preliminary engineering work, performed environmental assessments, and established wetland mitigation at no cost to MHTD. All this work paid off in 1995 as Route AB transformed from just plans to reality. Despite construction delays due to flooding, by the end of the year Bloomsdale Excavating had completed the grading from Ramsey Creek to Statler Hill; Ramsey Creek Bridge was under construction. Contract No. JOSO714C was awarded to Robertson, Inc. in the amount of \$1,125,863.42, total cost. Upon Route AB's completion in 1997, it linked the Port directly to Interstate 55. Contract No: JOSO714D in the amount of \$1,730,245.94, total cost, was awarded to Dumey Construction Company for grading and earth work. The total cost of all five MHTD contracts was \$8,919,012.

As the year passed, the Port tried to finish the EDA-2 grant's projects. The aforementioned railroad projects were under this grant. Other EDA-2 grant projects included extending the 10" water line to make a loop system back to the water tank and building dolphins/mooring blocks at the general cargo dock to create a barge berth. Although the design plans for the water line were completed by the end of 1995, construction had not begun. The dolphins/mooring block were completed by December.

With the EDA-2 grant projects wrapping up, the Port began work on EDA-3 grant projects. Girardeau Stevedores worked on the first of these, the Point Road System. Harbor Road, River Road, and a levee surrounding an industrial site were completed by the end of the year. Also under the EDA-3 grant, the wetland mitigation area for Route AB was completed by October.

Development. The Port was issued two permits in 1995. Permit #P-1598 issued by the U.S. Army Corps of Engineers allowed the Port to fill a 5.8 acre wetland with 5,000 cubic yards of fill for the access road. A land disturbance permit (MO-R109075) was issued by the Missouri Department of Natural Resources, Division of Environmental Quality and was effective from 1-27-1995 to 6-11-1997.

In September 1995, Overbey presented the "Comprehensive Plan" which he prepared. It described the proposed use of each parcel of Port land, prioritized improvements to be made under the EDA-2 and EDA-3 grants, and analyzed the future profitability of the Port once the improvements were completed and the available land leased. Its sections included (1) site plan; (2) schedule; and (3) financial plan.

The Comprehensive Plan stated the objectives of Semo Port:

1. Attracting industry, creating jobs, and promoting investment at the Port and in the surrounding region;
2. Attaining financial self-sufficiency for the Port Authority; and
3. Earning a return on the taxpayers' capital invested in the Port, so that the Port can fund additional improvements and future expansion.

Funding.

EDA-3	\$3,075,000	grant for roads, railroads, sanitary sewer	1995-1997
CDBG	\$ 187,000	state portion of EDA-3 projects	1995-1997
EDA-2	\$1,184,700	grant for railroad, dock paving, water line	1992-1995

The Southeast Missouri Regional Planning and Economic Development Commission (Perryville MO) assisted the Port in the application and administration of the EDA-3 and CDBG grants, as they had with the EDA-2 grant.

MHTD awarded an administrative grant of \$34,000 for Fiscal Year 1996.

FEMA awarded a flood damage repair grant of \$60,428.

<u>Tonnage.</u>	Coal	18,803
	Lumber	1,810
	Coke	195,018
	Marble rock	1,507
	Dry fertilizer	83,964
	Steel billets	1,428
	Ferrous sulfate	3,132
	Salt	18,440
	Liquid fertilizer	29,531
	White rock	1,519
	<u>Lime</u>	<u>8,422</u>
	Total	362,574

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 232,270	Assets	\$11,993,401
Operating Expenses	\$ 189,868	Liabilities	\$ 551,181
Operating Income	\$ 42,402	Equity	\$11,442,220
Net Income	\$ 8,919		

Board of Commissioners

Cape Girardeau County

J. Ronald Fischer
Irvin Garms, Secretary
John Thompson
W. K. "Kin" Dillon, Vice Chairman
Carl Talley, Member at Large

Scott County

W. H. Winchester, Chairman
Ron Whitaker
M. D. Potashnick
William W. Bess, Treasurer

As required by the by-laws, Member at Large position held by Scott County for two years (1994-1995, **R. Chap Arnold**) expired. The Cape Girardeau County Commission appointed **Carl Talley** for 1996-1997.

On December 31, 1995, **J. Ronald Fischer** replaced **Cliff Rudesill** who resigned that date.

On December 12, 1996, **Mike Marshall** replaced **William W. Bess** who resigned on November 25 due to health reasons.

Carl Talley 12-31-1995 to 12-31-1997. Cape Girardeau County. Retired, Administrator, City of Jackson.

J. Ronald Fischer 12-31-1995 to present. Cape Girardeau County. Retired. Owner, Fischer's Supermarket. Elected as Commissioner, Cape Girardeau County Commission, 21 years. City Manager, City of Cape Girardeau, 8 years.

Mike Marshall 12-04-1996 to present. Scott County. Community Bank President, First State Bank and Trust. Mayor, City of Sikeston.

Committees.

Construction	Irvin Garms
Finance	William W. Bess
Marketing	W. K. Dillon
Utility	M. D. Potashnick

Staff. Daniel L. Overbey, Executive Director. Robert Anderson / Terra Holt, Manager of Finance and Administration. Laura J. Joyce Hulcy / Denita Hartle, Marketing Analyst.

Laura J. Joyce Hulcy and Robert Anderson both resigned in February. To make up for this loss in staff, the Port hired Bonnie Raines as a temporary secretary in March; Anderson worked nights to help the Port until a new Manger of Finance and Administration was hired. In April the Port hired Denita Hartle to fill the Marketing Analyst position and Terra Holt to fill the Manager of Finance and Administration position.

Office. 2110 Main Street, Scott City MO 63780.

Services.

Engineering	Jim Lawson, Bowen & Lawson
Legal	Stephen Strom, Finch Bradshaw Strom & Steele
Accounting	Beussink Hey Martin & Roe

With the retirement of Stephen Strom, the Board selected Jim Hux of Hux & Hux to serve as the Port's attorney.

Construction. The Port's EDA-2 grant covered five projects: (1) purchase of the six-mile railroad branch line; (2) construction of the 1.5 mile Harbor Lead Track, from the railroad branch line to the Port's harbor industrial area; (3) pavement of the general cargo dock; (4) extension of the water line; and (5) construction of five mooring blocks. At the beginning of 1996, the water line was the grant's last major project to be completed. On February 9, the Port awarded Dutch Enterprises with the water line contract; they began construction on April 1. Mostly completed and tested by mid-May, the Department of Health officially accepted the water line in June. With the water line completed, the EDA-2 grant was finished. After the last of the paperwork was submitted and the Port fully reimbursed, it was officially closed on December 9.

As the EDA-2 grant was ending, the Port was beginning its EDA-3 grant projects. These included constructing the Point Road system, building additional railroad tracks, constructing a second dredge disposal basin, installing a sanitary sewer system, building an auxiliary dock, and constructing Route AB. The Port began 1996 by working on Route AB. Building on 1995's progress, Bloomsdale Excavating completed the road's grading by February. Work on the Ramsey Creek Bridge also continued. The deck was poured in August and the entire bridge was completed by November.

At the end of the year, Route AB's grading, Ramsey Creek bridge, and railroad overpass were done. Contract No. JOSO714E as awarded to PR Developers in the amount of \$1,131,551.93 for the bridge work.

Other EDA-3 work included grading and paving a segment of Rushing Road, installing sewer lines, storm drains, and water mains, and grading for railroad tracks to serve the Team Track area, enginehouse, and CGB grain elevator. The Port awarded the contract for all of this work to PR Developers on April 15. By November, Rushing Road's paving, the sewer line, and the railroad tracks' grading were completed. By the end of the year all of the jobs were finished except a small amount of work on the railroad.

On September 16, the Port awarded Annex Railroad Builders with the railroad trackage contract. This contract entailed building additional railroad tracks from the Harbor Lead Track and began in December.

Since the Scott-New Madrid-Mississippi Rural Electric Cooperative could not provide three-phase electricity to the Port's tenants, the Board of Commissioners worked with Union Electric. By October, UE had selected a site for its substation, though they would not provide the Port with electricity until the next year.

Due to the Flood of 1995, the Port made flood repairs in 1996. They included fixing the harbor's inclinometers, removing debris from railroad tracks, and fixing railroad tracks. FEMA provided funds for these repairs, which were finished by December.

Development. Two projects from EDA-grant were still in the planning phase by the end of the year: the sanitary sewer system and the second dredge disposal basin. In August the Port decided to change its plans for the sewer system from building a package plant to constructing a lagoon. Bowen & Lawson were still preparing the plans in December. The second dredge disposal basin's plans were finished by the end of the year, with construction to begin in January 1997. On April 24, 1996, 145 acres were bought from Andy Juden and family for Dredge Basin No. 2 and additional land to and across the Headwater Diversion Channel, which might serve for future waterfront development.

Marketing. The Port was in discussions with Canal Wood Company, a prospect which wanted to lease land for a wood chip mill.

Major Events. On December 9, the Port celebrated **Lone Star Industry's** 500th railroad carload by bringing cake and cookies to the cement plant's employees.

Congressman Bill Emerson died on June 22, 1996. His wife, JoAnn Emerson, was appointed to serve in his office. He had served in Congress since 1981 and was always a strong supporter of Semo Port and other ports throughout southeast Missouri.

Funding.

EDA-3	\$3,075,000	grant for roads, railroads, sanitary sewer	1995-1997
CDBG	\$ 187,000	state portion of EDA-3 projects	1995-1997
EDA-2	\$1,184,700	grant for railroad, dock paving, water line	1992-1995

MODOT awarded an administrative grant of \$29,000 for Fiscal Year 1997.

Tonnage. Year 1996 tonnage was 164,213 tons.

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 236,700	Assets	\$14,047,942
Operating Expenses	\$ 250,122	Liabilities	\$ 1,016,794
Operating Income	\$ (13,422)	Equity	\$13,031,148
Net Income	\$1,687,018		

Board of Commissioners

Cape Girardeau County
J. Ronald Fischer
Irvin Garms
John Thompson, Treasurer
W. K. "Kin" Dillon, Chairman
Carl Talley, Member at Large

Scott County
W. H. Winchester
Ron Whitaker, Vice Chairman
M. D. Potashnick, Secretary
Mike Marshall

Committee Chairman.

Construction	Irvin Garms
Finance	John Thompson
Marketing	W. H. Winchester
Utilities	M. D. Potashnick

Staff. Daniel L. Overbey, Executive Director. Terra Holt, Manager of Finance and Administration. Denita Hartle, Marketing Assistant.

Terra Holt resigned effective April 30, 1997. Gary Haynes held the position from April 14 to July 7, when he left for a position with another company. Pamela McNamara became Manager of Finance and Administration in June. Denita Hartle resigned on April 25 and was replaced by Margaret Yates on May 12.

Office. 2110 Main Street, Scott City MO 63780.

<u>Services.</u>	Engineering	Jim Lawson, Bowen & Lawson
	Legal	Jim Hux, Hux & Hux
	Accounting	Beussink Hey Martin & Roe

1997 marked the completion of Route AB, the sanitary sewer, and parts of the railroad project; this allowed the Port to provide better and more efficient services to its tenants.

Construction. The year's most important accomplishment was Route AB's completion, which directly linked the Port to Interstate 55. On January 24, Bross Construction received the road's paving bid and on August 27 the driving lanes were paved. Contract No. JOSO714 was awarded to Chester Bross in the amount of \$2,692,218.37, total cost. The Port held an opening ceremony on October 10 to celebrate Route AB's completion and opening to traffic; approximately one hundred people attended. Route AB was completed at a total cost of \$8,919,013.15.

Construction work in 1997 emphasized completing the Port's EDA-3 grant projects. Another road project at the Port, the Rushing Road contract, was mostly completed by PR Developers in 1997. With more companies locating at the Port, the sanitary sewer system became a priority in 1997. On March 10, the Port awarded Monroe Plumbing and Heating Co, Inc. the contract for the sewer's lift station and force sewer main. The company began construction in July. The dirt contract relating to the sewer lagoons, lagoon seal, and lift station was awarded to J.W. Strack Construction in May. This construction also began in July and was mostly finished by September. After the sewer's pump and controls were installed and the electricity was connected, the Port and Scott City tested the sewer system. Due to the test's success and the completion of the sewer lagoons, the entire sewer system was completed and in use by December 1997.

Although the EDA-3 grant was nearing its end, some of the projects carried over to 1998; for example, fill work began on the auxiliary dock in October, but the project was not fully completed this year. Similarly, Girardeau Stevedores began work on the second dredge disposal basin in July, but by December the project was not yet completed.

Regarding Semo Port Railroad work, Penzel Construction received the railroad facilities contract in August. By December, the steelwork was up for the engine house and freight house; the facilities were completed in the summer of 1998. In the railroad trackage contract, Annex Railroad Builders began laying track in October. In November, Annex installed the engine house tracks and, by the end of the year, the grain elevator and tail tracks were finished.

Establishing electricity at the Port was essential to attracting and retaining companies at the Port's industrial park. Since the Scott-New Madrid-Mississippi Electric Cooperative was not able to economically provide three-phase electricity, the Port arranged for Union Electric to install a line. On October 24, the UE's new line was energized. Canal Wood's scale and office were the first facilities to receive electricity from UE.

Development. The Port's future construction plans included a massive fill project and building a new on-site office at the Port. Although these projects were only in their planning stages during 1997, by 1998 there would be major construction undertakings. **Garms** selected the site for the new office and parking area. He personally supervised final grading of the driveway to connect with Nash Road.

The Port's Comprehensive Plan (originally done in 1995) and the Financial History (originally done in 1994) were updated.

Marketing. Several business leases were signed during 1997. Canal Wood signed a land lease with the Port on May 7 for 34.69 acres. Osage Constructors signed a temporary, month-by-month lease for the old dock in June; the lease was terminated in August. In October Riverport Terminal, Inc. signed an option-to-lease for four acres.

Major Events. The Port handled its 1,000th railroad carload for **Lone Star Industries** in April.

Funding.

EDA-3	\$3,075,000	grant for roads, railroads, sanitary sewer	1995-1997
CDBG	\$ 187,000	state portion of EDA-3 projects	1995-1997

MODOT awarded an administrative grant of \$30,000 for Fiscal Year 1998.

Tonnage. Year 1997 tonnage was 229,668 tons.

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 431,356	Assets	\$15,487,758
Operating Expenses	\$ 351,056	Liabilities	\$ 1,123,938
Operating Income	\$ 80,300	Equity	\$14,363,820
Net Income	\$ 1,332,672		

Board of Commissioners

Cape Girardeau County
J. Ronald Fischer
Irvin Garms
John Thompson, Treasurer
W. K. "Kin" Dillon, Chairman

Scott County
W. H. Winchester / Phil Boyer
Ron Whitaker, Vice Chairman
M. D. Potashnick, Secretary
Mike Marshall
Harold J. Uelsmann, Member at Large

As required by the by-laws, the Member at Large position held by Cape Girardeau County for two years (1996-1997, **Carl Talley**) expired. The Scott County Commission appointed **Harold J. Uelsmann** for 1998-1999.

On May 2, 1998, **Phil Boyer** replaced **W. H. Winchester** who resigned that date to accept the position of Circuit Judge.

Harold Uelsmann 01-01-1999 to present. Scott County. Retired. Towboat deckhand, Marquette Cement Company. Director of Public Works, City of Scott City.

Phil Boyer 05-02-1998 to 12-31-2003. Scott County. Owner, Boyer Construction Company and Sikeston Factory Outlet Mall. City Council, City of Sikeston.

Committees.

Construction	Irvin Garms
Finance	John Thompson
Marketing	Mike Marshall
Utility	W. H. Winchester

Staff. Daniel L. Overbey, Executive Director. Pamela McNamara, Manager of Finance and Administration. Margaret Yates, Marketing Assistant.

For the first time, the Port in 1998 hired a summer maintenance worker, Andrew Blattel. A local high school junior, he worked several years on his family's farm and had experience driving tractors and other farm equipment.

Office. 2110 Main Street, Scott City MO 63780.

Services.

Engineering	Jim Lawson, Bowen & Lawson
Legal	Jim Hux, Hux & Hux
Accounting	Beussink Hey Martin & Roe

As in previous years, the Port worked on EDA-3 grant projects in 1998; the Port also began construction on its Fill Project and new, on-site office.

Construction. While many of the Port's EDA-3 grant projects were completed in previous years, including the contracts for Rushing Road, railroad trackage, and the sanitary sewer, a couple projects still needed work in 1998. Penzel Construction continued on the railroad facilities contract. By June, the enginehouse and freight house were finished. The auxiliary dock and Dredge Disposal Basin No. 2 neared completion.

The Port had two new major construction projects in 1998: the Harbor North Fill project and the Port office building.

MODOT and **Lone Star** provided funding for the fill project at \$400,000.00 total. Bowen and Lawson completed the plans and specs in September and the Port awarded the contract to Girardeau Stevedores in October. On November 5, they began moving dirt.

The new Port office building would be located at the Port's harbor industrial area. In January, the Port hired Robert Stearnes and Associates as architects. Overbey provided a layout, rough elevations, and two exterior decor schemes for the proposed building. As a general prototype, photographs were taken of the municipal office building of Town and Country MO, a St. Louis suburb. This building faced the west side of I-270 and is located south of US 40 (I-64).

In April, a budget of \$250,000 was established for the Port's new office building and site grading. In June, the office site grading contract was awarded to J.W. Strack Construction. Zoellner Co, Inc. was contracted for building construction, which began in July. By September, the foundation and floor were poured, exterior wall studs and plywood in place, and trusses set up. By December 29, the building was complete enough for the Port staff to move in. The grading cost \$52,213 and building cost \$239,737, for a total cost of \$291,950. The road leading to the office was named Bill Bess Drive after the former Board member.

To further the Port's utilities infrastructure, AmerenUE installed a gas line in April and May. There was no cost to the Port because the anticipated gas usage of a grain dryer at Consolidated Grain and Barge's elevator was enough to justify AmerenUE's investment.

Other construction in 1998 involved the Port's tenants. Missouri Fibre Corporation received its first load of logs in January; however, the mill was not fully ready for operation because the crane's concrete pedestal failed its strength test. The crane was taken down and reinstalled in March at a \$1.25 million expense to the company. In February, Consolidated Grain and Barge's scale house, truck dump, conveyor, and barge load out became operational. The grand opening of Riverport Terminals, Inc. was held August 21.

Maintenance. Irvin Garms and Dan Overbey attended an equipment auction and visited several dealers, looking into the purchase of a tractor for the Port. Prior to this time, the Port's maintenance equipment consisted of a Ryobi weed trimmer and borrowing Overbey's push mower. Maintenance work was limited, done by Overbey and his sons on weekends. With much development in the Port's harbor industrial area, it was decided to purchase a small tractor and hire a worker for the summer.

After taking bids, the Port purchased a Case C-70 four-wheel drive tractor (60 horsepower) with a front loader bucket from Baker Implement for \$29,750 and a bushhog for \$2800. A rear blade was later purchased. A weed spray rig was built by the first summer worker, Andrew Blattel, using parts from TSC and Orscheln.

Many areas around the Port were mowed for the first time, which included cutting brush and willow trees. This greatly improved the appearance of the Port. Other areas were set aside as habitat areas and left in natural condition.

Development. In 1997, the U. S. Corps of Engineers removed 148,557 cubic yards of silt from the harbor. Jim Lawson told the Port that this number and the silt removal numbers from 1993 and 1995 were too high. The Corps of Engineers decided to perform a river study to determine why the harbor had such high levels of siltation. Rob Davinroy of Applied River Engineering Lab performed the study by running a model test of river flows to investigate the siltation's cause.

The Missouri Port Authority Association (MPAA) hired lobbyists on a part-time basis to help educate Missouri's Legislators about the state's port authorities and their benefits, seeking to

improve their funding position in the state budget. Dale Amick of Jefferson City MO served for several years, joined by Marvin Proffer of St. Louis County MO. Proffer earlier served as State Representative from Cape Girardeau County for 26 years, with eight of those years on the Budget Committee (four as Vice Chairman, four as Chairman).

Funding.

MODOT awarded a \$200,000 Capital Improvement Grant to excavate fill material, haul, and place it on the north side of the harbor (about seven acres) and west of the harbor. This was the first MODOT capital improvement funds received since 1983's new access road (which later became Route K). It was matched with \$200,000 donation from Lone Star Industries. Lone Star owned approximately 500 acres south of Route AB which it planned for a future rock quarry, and it was mutually advantageous to have the fill material (overburden) removed to the Port's fill site.

The Missouri Department of Economic Development awarded a Community Development Block Grant in the amount of \$81,307 for paving East Road, from Nash Road southward up the hill. It was designed to link Missouri Fibre Corporation's wood chip mill to the company's log storage area (at the top of the hill). The grant was awarded based on job creation of Missouri Fibre Corporation and was funded through the Scott County Commission. A related grant later provided funds to Scott City for a new water well, with the intention that the additional water supply be used to help spray water on the log storage yard. The grants were administered by the Bootheel Regional Planning and Economic Development Commission (Malden MO).

Later, another Community Development Block Grant was awarded for the construction of two railroad track spurs serving the Riverport Terminals Inc. bagging plant. As a CDBG, it was based on jobs to be created at the bagging plant, funded through the Scott County Commission from MODED, and administered by Bootheel Regional Planning.

MODOT awarded an Administrative Grant of \$11,000 for Fiscal Year 1999.

Tonnage. Year 1998 tonnage was 579,881 tons.

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 409,530	Assets	\$16,327,983
Operating Expenses	\$ 302,561	Liabilities	\$ 460,903
Operating Income	\$ 106,969	Equity	\$15,867,080
Net Income	\$ 1,503,260		

Board of Commissioners

Cape Girardeau County
J. Ronald Fischer, Secretary
Irvin Garms
John Thompson, Vice Chairman
W. K. "Kin" Dillon

Scott County
Harold Uelsmann
Ron Whitaker, Chairman
Phil Boyer
Mike Marshall, Treasurer
Bob Kielhofner, Member at Large

On January 1, one year into his 1998-1999 term as Member at Large, **Harold Uelsmann** replaced **M. D. Potashnick** whose term expired on December 31, 1998.

On January 1, **Bob Kielhofner** replaced **Harold Uelsmann** as Member at Large for the remaining year (1999) of Scott County's term.

Bob Kielhofner 01-01-2004 to present. Scott County. Retired. Weekly newspaper publisher. Grocery store owner. Elected as County Clerk, Scott County, for 24 years. Elected as Presiding Commissioner, Scott County Commission, 4 years.

Committees.

Construction	Irvin Garms
Finance	Mike Marshall
Maintenance	Harold Uelsmann
Marketing	J. Ronald Fischer

Staff. Daniel L. Overbey, Executive Director. Pamela McNamara, Manager of Finance and Administration. Margaret Yates, Marketing Assistant. Two students were hired for summer maintenance work: Andrew Blattel and Jason Myer.

Office. 10 Bill Bess Drive, Scott City MO 63780.

Services.

Engineering	Jim Lawson, Bowen & Lawson
Legal	Jim Hux, Hux & Hux
Accounting	Beussink Hey Martin & Roe

After several years of intense construction and building at the Port, 1999 brought a quieter year with the major labor jobs including the fill project and general maintenance.

Construction. The MODOT-Lone Star Fill Project was the Port's largest construction job in 1999. At the start of the year the project was about 50% complete; by June the dirt work, seed and mulch, and plastic pipe culvert were completed. However, the project received a setback when the Missouri Department of Conservation complained about poor erosion control. In response, the Port took corrective measures. By the end of the year the dirt moving was completed and only small tasks were left to be completed. The contract amount for this project was \$372,998.

Most of the other projects in 1999 dealt with maintenance work. In April, Annex Railroad Builders finished repairing railroad crossings at Route K and N. Girardeau Stevedores made repairs in June to railroad track to keep it from buckling in summer heat. Other railroad maintenance in

1999 included bridge repairs, the installation of new railroad ties, and the replacement of the railroad engine's wheels.

Midwest Excavation made repairs to Dredge Disposal Basin No. 1 after a slide occurred. The work was completed by August.

Midwest Agri-Chemico temporarily closed its unloading and grain load out dock due to siltation in the harbor. MAC had not allowed the Corps of Engineers to dredge near its dock the previous year, fearing its steel pipe dolphins were not strong enough to withstand silt movement. This contributed to the further build-up and hardening of silt in the harbor. In response, the Port passed an ordinance requiring tenants to allow dredging and setting new design standards for facilities in the harbor such as dolphins and load outs.

While the Port staff occupied the new office building prior to January 1, an official open house and ribbon cutting ceremony was held on May 13, 1999. The construction contract was officially finished by August 1999.

Development. The Port had an archeological summary completed; this study summarized the Port's past archeological studies (Price 1981, Pauketat 1983, Wilkie 1985, Walters I and II 1992). This summary concluded that most of the archeological sites at the Port were not significant enough to be included in the National Register of Historic Places. The study was supervised by DNR's State Historic Preservation Office.

Jeffrey Overbey (Dan Overbey's son) created a website for the Port (www.semoport.com). It featured detailed information about the Port, especially the freight-handling capabilities of tenant companies. The ".com" suffix was used because it was much easier to remember than the other suffixes officially reserved for governmental entities.

Major Events. On September 13th, Senator Kit Bond, Governor George W. Bush of Texas (a Presidential candidate for the 2000 election), and Representative JoAnn Emerson toured the Port. Governor Bush gave a speech at the auxiliary dock before an estimated 400-to-500 people.

Funding.

MODOT FY 1999 \$200,000 capital improvement grant, work continued. MODOT FY 2000 \$ 50,000 capital improvement grant. It was matched by funds from Lone Star Industries, as was the FY 1999 grant. Work funded by FY 2000 was added as a change order to the FY 1999 contract.

MODOT TEA-21 enhancement grant for landscaping \$77,313 plus local Port match of \$33,134. This was used to grade, place soil, and seed and mulch the rough rock slopes left when the Nash Road grading was completed by Tower Rock Stone.

MODOT awarded an Administrative Grant of \$10,000 for Fiscal Year 2000.

Tonnage. Year 1999 tonnage was 851,255 tons.

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 554,035	Assets	\$17,684,328
Operating Expenses	\$ 438,178	Liabilities	\$ 860,394
Operating Income	\$ 115,857	Equity	\$16,823,934
Net Income	\$ 956,854		

Board of Commissioners

Cape Girardeau County

J. Ronald Fischer, Secretary

Irvin Garms

John Thompson, Vice Chairman

W. K. "Kin" Dillon

Kent Puchbauer, Member at Large

Scott County

Harold Uelsmann

Ron Whitaker, Chairman

Phil Boyer

Mike Marshall, Treasurer

As required by the by-laws, the Member at Large position held by Scott County for two years (1998 **Harold Uelsmann**, 1999 **Bob Kielhofner**) expired. The Cape Girardeau County Commission appointed **Kent Puchbauer** for 2000-2001.

Kent Puchbauer 01-01-2000 to 12/31/2001 and 09-17-2002 to present. Cape Girardeau County. Vice President, Union Planters Bank. Later, Vice-President, Montgomery National Bank.

Committees.

Construction

Irvin Garms

Finance

Mike Marshall

Maintenance

Harold Uelsmann

Marketing

J. Ronald Fischer

Staff. Daniel L. Overbey, Executive Director. Pamela McNamara, Manager of Finance and Administration. Margaret Yates, Manager of Marketing. Ryan Blattel was hired for summer maintenance work.

Office. 10 Bill Bess Drive, Scott City, MO 63780.

Services.

Engineering

Jim Lawson, Bowen & Lawson

Legal

Jim Hux, Hux & Hux

Accounting

Jeff Stroder, Beussink Hey & Roe

Major Events. 2000 marked the tenth year anniversary for Girardeau Stevedores and Midwest Agri-Chemico/First Missouri Terminals.

The year 2000 was Semo Port's 25th anniversary. To celebrate, the Port arranged a series of events that highlighted Port accomplishments. On April 10, the Port gave a presentation to the Mississippi River Commission aboard the Corps of Engineers boat, *M. V. Mississippi*. On May 16, the Port provided a ride on the Corps of Engineers inspection boat, *M. V. Pathfinder*, for approximately 80 guests. Afterwards, about 130 guests gathered for a fish fry. An article about the Port's twenty-five years of operation was featured in the May issue of *Waterways Journal*.

On March 11, Representative JoAnn Emerson and Jim Talent, candidate for U. S. Senator, toured the Port. Lloyd Smith, Chief of Staff for Congresswoman Emerson, assisted with the visit.

Construction. From 1999, the MODOT-**Lone Star** fill project was mostly finished in January. To completely finish the project, Girardeau Stevedores had to place rip rap at the mouth of the drainage pipe; this was accomplished in May and marked the completion of the fill project. The

final total cost of the project had been increased to \$466,194 due to the availability of additional funding.

2000's main construction work included the TEA-21 landscaping project and railroad repairs. Semo Port received \$77,313 from MODOT's Transportation Enhancement Funds Program for FY 2000. The Port matched 30% of the grant. This funding was used for landscaping, beautification, and mitigation of stormwater run-off. On July 15, Hall Excavation signed a contract with the Port for this project. They began work in late July and had generally completed the project by November.

Other construction work focused on railroad repairs. J. W. Strack was hired in February to repair a bank slide at the southeast corner of Bridge 5 (Cape LaCroix Creek) on the Semo Port Railroad. After this initial repair, the bank slid again. In March, under the supervision of **Irvin Garms**, J. W. Strack added additional rock, provided by **Lone Star**. While the bank slid again, the slide was less serious. The problem was permanently repaired when Girardeau Stevedores drove steel sheet piling to hold the embankment.

When Executive Director Dan Overbey arrived at the Port, GSC had a salt pile near the old dock and paid \$0.05 per ton for it. The salt pile was moved when CGB construction was anticipated. It was moved again when MFC needed the site for a mulch pad. In 2000, the salt pile was located off of Route AB and rent was changed to a fixed rate per month instead of per ton. In February, the Port bought and installed concrete barriers from MODOT to help keep salt from eroding away.

Development. The Port received a copy of the report "Delineation of the Recharge Area for the Spring Cavefish Springs, Scott City, MO" from the Ozark Underground Laboratory. Ginny Adams, a SIU graduate student, found the Spring Cavefish population to be in stable condition.

Semo Port transferred a strip of its land south of Route AB to **Lone Star Industries**.

MODOT hired Black & Veatch to perform a marketing study for the Missouri port authorities. Its purpose was to create a formula that would allow MODOT to determine priorities for funding. The study was completed by April, but several ports questioned its practicality and fairness.

An easement from Lone Star Industries to the Port for a stormwater detention pond in the southwest corner of Route AB at Route K intersection was given on October 2, 2000.

Marketing. Riverport Terminals Incorporated filed for bankruptcy on July 19.

Funding. MODOT Administrative Grant: \$14,000 for Fiscal Year 2001.

MODOT gave each port an extra \$4000 Administrative Grant for MPAA membership and other expenses.

Tonnage. Year 2000 tonnage was 898,055 tons.

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 659,326	Assets	\$ 17,681,849
Operating Expenses	\$ 592,155	Liabilities	\$ 719,690
Operating Income	\$ 67,171	Equity	\$ 16,962,159
Net Income	\$ 138,225		

Board of Commissioners

Cape Girardeau County

J. Ronald Fischer, Treasurer

Irvin Garms

John Thompson, Chairman

W. K. "Kin" Dillon

Kent Puchbauer, Member at Large

Scott County

Harold Uelsmann, Secretary

Ron Whitaker

Phil Boyer

Mike Marshall, Vice Chairman

Committees.

Construction

Irvin Garms

Finance

Ron Fischer

Maintenance

Harold Uelsmann

Marketing

Phil Boyer

Staff. Daniel L. Overbey, Executive Director. Pamela McNamara / Beverly Held, Manager of Finance and Administration. Margaret Yates, Manager of Marketing.

Pamela McNamara, Manager of Finance and Administration, resigned in May 2001. Beverly Held was hired for the position and began May 17.

Margaret Yates resigned on October 26, 2001. After discussions with the Port Board, it was decided to expand the Manager of Marketing's duties and rename it Development Manager. Advertisements were run in national trade journals and local newspapers starting in December.

The Port hired Ryan Blattel and Andy Blattel (brothers) as summer maintenance workers.

Office. 10 Bill Bess Drive, Scott City MO 63780.

Services.

Engineering

Jim Lawson, Bowen Engineering

Legal

Jim Hux, Hux & Hux

Accounting

Jeff Stroder, Beussink Hey & Roe

Construction. Although finished last year, the Port officially closed the TEA-2 Enhancement/Landscaping project in January after the Port's last payment was issued.

Semo Port Railroad dominated construction projects in 2001. Throughout the year, Bridges 2, 3, 4, and 5 needed repairs. In February, the Port hired Trac-Work of Memphis TN to fix Bridge 2. Bridge 5 needed repairs for bank slides. For track maintenance, a contract was awarded to Railworks of St. Louis MO. Five hundred new railroad ties were inserted along the six-mile main line. Work was completed by April.

In other railroad news, the Port had troubles with the gates and flasher signals at the Route K-N crossing. On August 21, the gates were down with no flasher signals at 2:00 am. Overbey temporarily fixed the situation and Dan Davis later determined a fuse had blown. On September 4, at 5:30 am, the gates were stuck down again, but this time the flasher signals were working. Overbey drove to Scott City and fixed the situation as best he could. The next day at 1:00 am the gates were down again. Dan Davis determined the cause was a worn insulated joint between two sections of rail. After happening again on September 13, Davis was able to fix the problem.

Union Pacific Railroad replaced the track switch at Capedeau Junction. This involved a pre-fabricated switch (turnout) pulled into place by six pieces of equipment and several men.

On February 21, the Port awarded Bill Beggs the point dike contract in the amount of \$35,000. In March, he began work on the dike, which ran from the River Road circle northward toward the river. Work was completed in April.

Development. Future construction plans for the Port included filling in more sites for future industrial development and also applying two inches of new gravel on Bill Bess Drive.

The Port's tenants experienced hardships in the first half of 2001. In January, the river was quite low, reading six feet on Cape Girardeau gauge. Due to low water and ice flows, FMT-MAC was not able to load or unload barges. CGB stopped shipping for two weeks. In February, Missouri Fibre Corporation suspended operations due to poor market conditions. The mill was offered for sale. Bank of America evicted Riverport Terminals Inc. from its bagging plant building on February 2nd. Later, a prospect considered the bagging plant for conversion to a corn mill, but the project did not develop.

Dr. Gary Rex Walters performed an archaeology study for the Port. He found, and MODNR agreed, that the site 23ST194 had no archaeological significance.

Major Events. Semo Port Railroad, Inc. received the "Jake Award" from the American Shortline Railroad Association for an excellent safety performance in 2000.

Funding.

An application was submitted to the U. S. Department of Agriculture, Rural Development Agency, for a grant to construct a railroad track scale. Funds were not available. Greg Branum, State Director, suggested that the Port reapply in 2002. Branum had served previously on the staff of Congressman Bill Emerson in Cape Girardeau and was very familiar with the Port. With his assistance, the USDA-RD cooperated and worked closely with the Port for several years, and the project eventually became a reality.

The Port pledged \$30,000 to Cape Girardeau County in support of the proposed westward extension of Route AB from Biokyowa plant to Blomeyer MO (intersection of MO Rts 77 and 25).

MODOT awarded an Administration Grant of \$28,950 for Fiscal Year 2002.

Tonnage. Year 2001 tonnage was 905,628 tons.

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 830,268	Assets	\$17,840,751
Operating Expenses	\$ 702,165	Liabilities	\$ 703,773
Operating Income	\$ 128,103	Equity	\$17,136,978
Net Income	\$ 174,819		

Board of Commissioners

Cape Girardeau County

J. Ronald Fischer, Treasurer
Irvin Garms
John Thompson, Chairman
W. K. "Kin" Dillon / Kent Puchbauer

Scott County

Harold Uelsmann, Secretary
Ron Whitaker
Phil Boyer
Mike Marshall, Vice Chairman
Bob Kielhofner, Member at Large

As required by the by-laws, the Member at Large position held by Cape Girardeau County for two years (2000-2001, **Kent Puchbauer**) expired. The Scott County Commission appointed **Bob Kielhofner** for 2002-2003.

On September 17, **Kent Puchbauer** replaced **W. K. "Kin" Dillon** who resigned on September 9 to move to Springfield MO.

Bob Kielhofner 01-01-1999 to 12-31-1999 (see biography for additional terms). Scott County. Retired. Weekly newspaper publisher. Grocery store owner. Elected as County Clerk, Scott County, for 24 years. Presiding Commissioner, Scott County Commission, 4 years.

Committees.

Construction	Irvin Garms
Finance	J. Ronald Fischer
Maintenance	Harold Uelsmann
Marketing	Phil Boyer

Staff. Daniel L. Overbey, Executive Director. Beverly Held, Manager of Finance and Administration. Jesse Matthews, Development Manager.

Summer maintenance personnel were Ryan Blattel (third summer), Mark Berkbigler, and Douglas Overbey. Mark Berkbigler was hired after serving in the Missouri National Guard and missing the spring semester at college; he continued through the summer with the other summer workers. Douglas Overbey, Dan Overbey's son, was hired with permission of the Port Board.

Office. 10 Bill Bess Drive, Scott City MO 63780.

Services.

Engineering	Jim Lawson, Bowen Engineering
Legal	Jim Hux, Hux & Hux
Accounting	Jeff Stroder, Beussink, Hey Roe Seabaugh & Stroder

The Port worked on railroad maintenance, flood repairs, and grant applications in 2002.

Construction. The Port's top construction priorities included a bridge inspection, bridge repairs, and tie replacement. To tackle these priorities, the Port began by hiring Osmose Co. in January to thoroughly inspect all timber and steel bridges. Union Pacific Railroad sent the plans for the Port's steel bridges, which helped Osmose provide safety ratings. A UP engineer also informed the Port that a steel bridge has significant safety factors, meaning it should be able to handle

modest gross weight increases, particularly the bridges' speed limit of 10 mph. Osmose performed the inspection on February 25-27.

According to the inspection, the Port's steel and concrete structures were in good shape, but their timber trestles needed repairs to restore them to good condition. On June 12, Girardeau Stevedores was hired to make Osmose's recommended repairs. They began work in August and finished in October.

In other railroad news, the flasher signals and gate at the Route K-N crossing continued to malfunction in the early months of 2002. Two railroad inspectors came in January to determine the problem. According to the inspectors, there were several bad joints and a bad relay with burned contacts that were causing the gates to malfunction. In May, the Port hired Tim Bowen of Amrail to fix the problem; he finished revising and simplifying the signal system in October.

Cape Girardeau and Scott Counties were declared disaster areas for both public agencies and individual public agencies because of flooding. The Port's flood damage included slide damage to basins one and two, slide damage on the upper slope of the harbor, and debris, silt, and mud buildup on railroad tracks. Total estimated damages were \$106,000 and included the following projects:

Repairs followed by contractor:

1. Slope and berm repair-Girardeau Stevedores
2. Fence removal and reinstallation, lagoons-Big River Resources
3. Slope repair (harbor)-J.W. Strack
4. Debris removal (track, ballast regulator)-Iron Horse Contractors
5. Debris removal (track and bridges)-Motive Rail

All FEMA flood projects were completed by October 11

Development. The Port had a number of small studies performed in 2002. Bowen Engineering did a series of surveys of the Port's wetlands; they constructed an "official" wetland map of the Port. Harding Environmental Science and Engineering performed a Pallid Sturgeon study. Although not hired by the Port, Ginny and Reid Adams completed a study on the "Natural History and Habitat Utilization of the Spring Cavefish, *Forbesichthys agassizi*, in Southeast Missouri."

Marketing. Twenty Harbor Road, LLC, purchased the former Riverport Terminals, Inc. building and equipment from Bank of America and assumed the land lease. Cape Milling was formed to be the operating company. A new land lease was completed and signed by Terry Kleisinger.

Major Events. U.S. Senator candidate Jim Talent visited the Port for a press conference on August 8, and later won the November election. After the election, Jeff Glenn joined Senator Talent's staff to operate the southeast Missouri district office. On August 28 USDA Under Secretary Bill Hawks and Senator Kit Bond visited the Port. Coordination with the Port on the visit and many other matters were handled by Tom Schulte of Senator Bond's district office.

Semo Port Railroad, Inc. received the "Jake Award" from the American Shortline Railroad Association for an excellent safety performance in 2001.

Funding.

On November 14, Senator Bond announced the award of a grant from the Delta Regional Authority of \$200,000 for additional fill work. It would be used to partially fill the 30-acre site west of the harbor, using fill material from the Lone Star Industries land south of Route AB. The Port provided \$50,000 of local match. Lone Star agreed to provide a \$250,000 donation, matching the

DRA and Port funds for a total of \$500,000. The Bootheel Regional Planning and Economic Development Commission (Malden MO) assisted the Port in the application and administration of the Delta Regional Authority grant.

Semo Port did not receive a MODOT Administrative Grant for Fiscal Year 2003, in recognition of the Port's strong operating budget position.

Tonnage. Year 2002 tonnage was 703,487 tons.

As the largest port authority in Missouri south of St. Louis, Semo Port has nearly twice the tonnage of any neighboring port authority in Missouri.

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 899,959	Assets	\$ 17,799,373
Operating Expenses	\$ 795,225	Liabilities	\$ 584,325
Operating Income	\$ 104,734	Equity	\$ 17,215,048
Net Income	\$ 78,070		

Board of Commissioners

Cape Girardeau County
J. Ronald Fischer, Vice Chairman
Irvin Garms
John Thompson
Kent Puchbauer, Secretary

Scott County
Harold Uelsmann, Treasurer
Ron Whitaker
Phil Boyer
Mike Marshall, Chairman
Bob Kielhofner, Member at Large

Committees.

Construction	Irvin Garms
Finance	Harold Uelsmann
Maintenance	Bob Kielhofner
Marketing	J. Ronald Fischer

Staff. Daniel L. Overbey, Executive Director. Beverly Held, Manager of Finance and Administration. Jesse Matthews, Development Manager, left in January when the Board eliminated that position. After restructuring job duties, Andrew Blattel was hired as Marketing Manager in April.

Summer maintenance personnel were Ryan Blattel (fourth summer), Douglas Overbey (second summer), and Allen Frey (first summer).

Office. 10 Bill Bess Drive, Scott City MO 63780.

Services.

Engineering	Jim Lawson, Bowen Engineering
Legal	Jim Hux, Hux & Hux
Accounting	Jeff Stroder, Beussink Hey Roe Seabaugh & Stroder

In 2003 the Port worked on railroad repairs, the Delta fill project, and various grant applications.

Construction. The railroad bridge repair contract with Girardeau Stevedores continued with additional work done in 2003. The priority items from the Osmose inspection which were not completed in 2002 became the first repair items of 2003. This included replacing pilings on two bents on the long trestle north of the Diversion Channel.

Other railroad repairs for this year involved track repairs. In May and June, track inspector Tony Mayberry marked about 800 ties that needed replacing. Amrail Inc. of Tulsa OK did the work in November and December.

Besides construction on the railroad, the Port also worked on the Delta Fill Project for FY 2003. The Port signed the paperwork for the Delta Regional Authority grant on February 11. On June 27, the Port awarded the bid to Dumey Contracting; they began moving dirt in July. The original contract's work was finished by November, but with additional funds proved by DRA the contractor stayed an extra couple of weeks to move more dirt. The total contract price for this project was \$543,944.

In April the Board of Commissioners had a flagpole built outside of the Port's office.

Development. The Port received a \$40,000 USDA grant to purchase and install a railroad track scale. When asking for the grant, the Port had planned to purchase a used scale from Consolidated Grain and Barges; however, in 2003 CGB decided not to sell the scale. Thus, the Port, in order to complete this project, needed to provide \$120,000 of its own funds to buy and install a new scale. The Port, in 2003, did not have the means to accomplish this. However, the Port developed an alternate plan for this project and worked with Greg Branum, State Director of USDA Rural Development, leading to installation of the scale in 2005.

The Port completed the archaeology study, wetland determination study, and farmland conversion impact rating for its contribution to the Route AB westward extension project. Cape County's application for this project was approved in July.

Marketing. CWC Holdings (Canal Wood) sold Missouri Fibre Corporation stock to Foster Brothers, Inc. on February 21 and continued MFC's land lease. Under the new ownership, the mill resumed operation in July, building a stockpile of wood, making bark mulch, and making hardwood chips.

Major Events. Senator Kit Bond held a meeting at the Port office on August 28 with area economic development, Chamber of Commerce, and Port Authority officials. A news conference was held and about 55 people attended.

Semo Port Railroad, Inc. received the "Jake Award" from the American Shortline Railroad Association for an excellent safety performance in 2002.

Funding.

Delta Regional Authority awarded a \$50,000 grant for additional fill work. It was matched with \$50,000 from Lone Star Industries and \$2,500 from the Port. The additional work was handled as a change order with Dumey Excavating, contractor under the first DRA grant. Total was \$102,500. The Bootheel Regional Planning and Economic Development Commission assisted the Port with the application and administration of the grant.

Delta Regional Authority had approved \$17,000 for the Port to use in repairing railroad trackage in south Cape Girardeau. However, when the Port was not able to lease the rail yards from the BNSF Railway, DRA approved reassigning the funds to the fill project. The DRA's \$17,000 was matched with \$12,000 from **Lone Star** for a total of \$29,000.

Semo Port did not receive a MODOT Administrative Grant for FY 2004 in recognition of its strong operating budget position.

Tonnage. Year 2003 tonnage was 818,212 tons.

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 841,804	Assets	\$ 18,013,414
Operating Expenses	\$ 796,541	Liabilities	\$ 638,772
Operating Income	\$ 45,263	Equity	\$ 17,374,772
Net Income	\$ 159,594		

Board of Commissioners

Cape Girardeau County
J. Ronald Fischer, Vice Chairman
Irvin Garms
John Thompson
Kent Puchbauer, Secretary
Gene Penzel, Member at Large

Scott County
Harold Uelsmann, Treasurer
Ron Whitaker
Bob Kielhofner
Mike Marshall, Chairman

As required by the by-laws, the Member at Large position held by Scott County for two years (2002-2003, **Bob Kielhofner**) expired. The Cape Girardeau Commission appointed **Gene Penzel** for 2004-2005.

On January 1, **Bob Kielhofner** replaced **Phil Boyer** who resigned at the end of his term. He did not wish to be reappointed due to the demands of his business and his service on the Sikeston City Council.

On January 1, 2005, **Gene Dement** replaced **Ron Whitaker** whose term expired and did not wish to serve another term.

Gene Penzel 01-01-2004 to 12-31-2005. Cape Girardeau County. Retired. Owner, Penzel Construction Company.

<u>Committees.</u>	Construction	Irvin Garms
	Finance	Harold Uelsmann
	Maintenance	Bob Kielhofner
	Marketing	Kent Puchbauer

Staff. Daniel L. Overbey, Executive Director. Beverly Held, Manager of Finance and Administration. Andrew Blattel, Manager of Marketing, resigned in November. Advertisements for the position were run in national trade journals and local newspapers

Summer maintenance personnel were Ryan Blattel (fifth summer), Douglas Overbey (third summer), Allen Frey (second summer), and Chris McCrate.

Office. 10 Bill Bess Drive, Scott City MO 63780.

<u>Services.</u>	Engineering	Jim Lawson, Bowen Engineering
	Legal	Jim Hux, Hux & Hux
	Accounting	Jeff Stroder, Beussink Hey Roe Seabaugh & Stroder

Progress at the Port in 2004 involved the completion of the Delta Fill Project and a large amount of maintenance and improvement on the railroad. Furthermore, the Port began work on the railroad track scale and dock improvement contract.

Construction. Carried over from 2003, the Delta Fill Project and railroad improvement work were top priorities in the first half of 2004. Due to saturated soil, the work on the fill project was continuously delayed; however, by June Dumey Contracting had finished the project.

In February, Amrail had finished installing 800 ties, tamping, and replacing three private crossings. However, other railroad projects continued throughout the year. For example, GSC did repair work on bridges in April and May. In late October, taking advantage of low river levels, GSC also replaced three pilings. Other minor railroad projects included replacing bolts, joints, and signals. Furthermore, the Port bought a ballast car from Quality Railway for \$9,000 in November. The car (CRDX 900082) was built as a covered hopper in 1957, but was later rebuilt as a ballast car. It arrived at the Port on December 3. Other improvements to Semo Port Railroad included purchasing new railroad software, which allowed it to keep inventory or railcars and reported car movement information to BNSF and UP.

Construction work on the railway track scale progressed in May when the USDA approved the Port's request to use its grant money to buy a scale components "kit" and also use a simplified bidding procedure. In June, the Port decided to locate the scale on the harbor lead track main line between Harbor Road and Cross Road. Bids for the scale's equipment opened in November; the bid was awarded to Champion Scale of St. Louis. Funding for the scale included \$40,000 from the USDA, \$45,000 from MODOT, \$25,513 from the Port, \$10,000 from Motive Rail, and an estimated \$30,000 worth of free labor from Girardeau Stevedores. Actual construction of the scale took place in 2005.

Bids for the dock improvement contract opened on August 6. The contract consisted of the removal of the dock's timber bumpers and the installation of horizontal half-round steel pipe as new bumpers. Work began in October and continued into 2005.

After discovering high levels of lead concentrate in the harbor by the dock, the Port began an extensive cleanup project. Doe Run cleaned up the lead concentrate and hired Maxim Technologies for assistance. The Port received a notice of violation from MODNR on June 1.

Another maintenance problem occurred when a slide on the upper bank of the harbor's west end destroyed a section of the sanitary sewer line. Unstable ground at the slide made repairs difficult. In July, Jack Rasnic began repair work and in August he finished the repairs.

Development. Semo Port participated in the Southeast Missouri Regional Port Consortium as the administrator of security grant funds for Semo Port, New Madrid County Port, and Pemiscot County Port. The grant was for \$365,000 and was limited to purchasing fencing and lighting. Semo Port's portion was \$118,180, which it used to build fences along the far edges of the Port, install lighting along Harbor and Nash Roads, and install lighting at the main dock. This project continued into 2005.

As a commemoration for the Port's 30th anniversary, David Briggs was hired to write a report on the Port Authority's history.

Major Events. U.S. Representative JoAnn Emerson visited the Port with Catherine Hanaway on October 25. Josh Haynes of Emerson's staff assisted with the visit. He served as coordinator with the Port on many projects and activities.

Semo Port Railroad, Inc. received the "Jake Award" from the American Shortline Railroad Association for an excellent safety performance in 2003.

Funding. An application was pending for a Community Development Block Grant from the Missouri Department of Economic Development, based on future employment at the proposed new corn mill of Twenty Harbor Road LLC (later Cape Milling LLC, SEMO Milling LLC). Grant funding was held as the company sought additional equity financing. The application was submitted with the assistance of the Bootheel Regional Planning and Economic Development Commission (Malden MO).

Mitch Robinson of the Cape Girardeau Area Industrial Recruitment Association (later renamed Cape Magnet) provided assistance to SEMO Milling in seeking assistance and financing through several state programs, coordinating these efforts with the regional planning agencies.

MODOT awarded an Administrative Grant of \$15,000 for Fiscal Year 2005. While the Port's operating budget remained strong, these funds were useful in covering various expenses related to MPAA, organizational memberships, assisting MODOT with tours of the Port, and so forth.

Tonnage. Year 2004 tonnage was 1,001,556 tons.

Finances.

<u>Income Statement</u>		<u>Balance Sheet</u>	
Operating Revenue	\$ 979,274	Assets	\$18,624,701
Operating Expenses	\$ 867,786	Liabilities	594,910
Operating Income	\$ 111,488	Equity	18,029,791
Net Income	\$ 655,149		

Board of Commissioners

Cape Girardeau County
J. Ronald Fischer, Chairman
Irvin Garms
John Thompson
Kent Puchbauer, Treasurer
Gene Penzel, Member at Large

Scott County
Harold Uelsmann, Vice Chairman
Gene Dement
Bob Kielhofner, Secretary
Mike Marshall

On January 1, 2005, **Gene Dement** replaced **Ron Whitaker** whose term expired and did not wish to serve another term.

Gene Dement 01-01-2005 to present. Scott County. Farm and cotton gin owner.

At the beginning of 2006, as required by the by-laws, the Member at Large position held by Cape Girardeau County for two years (2004-2005, **Gene Penzel**) expired. The Scott County Commission appointed **Mark Kluesner** for 2006-2007.

Mark Kluesner 01-01-2006 to present. Scott County. Production Manager, Buzzi Unicem (Cape Girardeau cement plant).

Committees. Construction and Maintenance Committee Irvin Garms
Finance and Marketing Committee Kent Puchbauer

Staff. Daniel L. Overbey, Executive Director. Beverly (Held) Miller, Manager of Finance and Administration. Blane Nagel, Manager of Marketing.

Blane Nagel began work as Manager of Marketing in January 2005.

Summer maintenance personnel were Ryan Blattel (sixth summer), Douglas Overbey (fourth summer), Allen Frey (second summer), and Lundi McIntyre. Kristin Smith worked over the summer as researcher and writer on the Port history project.

Office. 10 Bill Bess Drive, Scott City MO 63780.

Services. Engineering Jim Lawson, Bowen Engineering
Legal Jim Hux, Hux & Hux
Accounting Jeff Stroder, Beussink Hey Roe Seabaugh & Stroder

At the end of 2005, Jim Lawson of Bowen Engineering announced his plans to retire in 2006. He first worked at Semo Port in 1984. Over the years, his work included every aspect of the Port's physical facilities – grading, fill, harbor, docks, dredge basins, streets, railroads, water lines, sewer lines, sewage lagoons, utilities, stormwater drainage, customer facilities, and environmental studies. A registered land surveyor, his work included surveys (land and marine) but also encompassed plans, layouts, cost estimates, maintenance, construction design, construction inspection. He coordinated the Port's needs with the resources at Bowen Engineering such as professional engineers, survey parties, marine surveys, engineering technicians, draftsmen, aerial surveys, and specialized consulting engineers. It was planned that his duties would be assumed in part by Cary Harbison, P.E., and Martin Hoffman, E.I.T.

Construction. The railroad track scale was done through a combination of grants and donations, including labor donated by Girardeau Stevedores. The scale machinery was delivered in February, construction began in May, and completion was in September. An opening ceremony was held September 23 and the rail certification test was conducted on September 27.

Main dock (Girardeau Stevedores) had its wooden timber bumper system removed and replaced with welded half-round pipes. The wooden timbers, installed when the dock was built in 1990, were in a 10-foot grid. The vertical timbers were prone to damage from barge corners. The revised steel pipe design eliminated them and ran horizontal pipes five feet apart across the face of the dock. GSC was the contractor with the low bid of \$119,826. Some work was done in 2004. In 2005, work resumed in September (after the railroad track scale was done) and finished in December.

Security improvements (\$118,180) were done by several contractors. Fence, gates, and railroad security gates were installed by Big River Resources. Grading for the fence along County Road 303 was done by Pioneer Development. Lights at the main dock were installed by Girardeau Stevedores. Street lights were installed by AmerenUE. Lights by the railroad track scale and Rushing Road were installed by Service Electric. Fence work included construction of a secured storage area with a crushed rock base surrounded by chain link fence and gates.

Railroad Bridge 3 ties were partially replaced (265 of 484, or 55%) by Amrail of Tulsa. Work was done in April and May. This involved removing and replacing rock ballast from around the ties. The wooden deck under the ties and ballast was in good shape.

The harbor was dredged by the Corps of Engineers over Labor Day weekend (September 2 – 5). Like most previous years, the work was done by the Dredge America, owned by Great Lakes Dredging, under Superintendent Bob Armstrong and Captain Steve Pohlman.

Development. Girardeau Stevedores and Contractors, Inc. (GSC), operators of the main dock (public terminal facility), signed a new lease which extends their use for up to 40 years. The lease expanded their premises to include additional land and provided for occasional temporary leases. GSC leased the new secured storage area, paved it, and used it for bulk storage of ferrous sulfate, a placarded commodity.

The Port supported GSC's request to drop its single-phase electric service from SEMO Electric Cooperative and replace it with three-phase service from AmerenUE. SEMO was not capable of economically providing three-phase. After prolonged discussions, the Port assisted GSC in filing with the Missouri Public Service Commission. A pre-hearing conference was held December 14 in Jefferson City with a favorable result for GSC.

The corn mill project made much progress. Terry Kleisinger found a capable equity investor, Ken Deline (Vail CO). Two key personnel, Dan Claycamp and Dan Fetherston, joined SEMO Milling LLC (formerly Cape Milling, formerly Twenty Harbor Road). Business plans, financing arrangements, and site plans evolved. Negotiations continued through the year for additional land and culminated in a new lease covering a new site and the former bagging plant site.

The MODED CDBG (Missouri Department of Economic Development, Community Development Block Grant) had been pending for a couple of years while the corn mill project developed. With plans expanded, including increased employment forecasts (from 45 to 80-plus), the CDBG was revised from \$300,000 to \$489,000. MODED's Shaun Sappenfield decided to re-start the grant rather than modify and extend it again. Scott County sponsored the grant.

Initial permit application research was done for replacing four sections (over 1,000 feet) of SE railroad timber trestle with fill material. Coordination was handled with the Little River Drainage District, Corps of Engineers, Heineke Associates (Tim Brophy, wetlands specialist), and Bowen

Engineering (Jim Lawson). Preliminary design was evaluated by Holcomb Foundation Engineering.

The Port had asked Scott County and Illmo Special Road District for several years to close County Road 303 north of Route AB because the bluffs pose a risk for trespassing and injury, but ISRD did not wish to close the road. The Port used TSA security grant funds to install 600 feet of fence at the base of the bluffs.

A new Federal tax credit allowed the SE to “sell” its credit for 50% of certain track maintenance work. Plans were developed and pursued over the year with an interested railroad contractor, but they found they could not use the credit. The work will have to be done using other funds.

Efforts continued to generate support for the Southern Missouri Ports capital improvement project, led by Tom Schulte of Senator Kit Bond’s local office. This would be \$11 million plus of funding for Semo Port, New Madrid County Port, Pemiscot County Port, and New Bourbon Port. The need for Port funds was addressed by Senator Bond and Missouri Highway Commission member Duane Michie at a local press conference announcing new highway projects. A meeting was held on September 1 with the Cape Girardeau and Scott County Commissions in which they agreed to support the Port’s efforts.

A revised agreement was signed with Motive Rail Inc. (MRI) as the rail freight service contractor for the Semo Port Railroad (SE). The new agreement included a sliding per-carload pay rate, contemplating future large increases in rail traffic. It would give MRI increased revenue, but also provide the SE with increased funds for track and bridge improvements.

A soy diesel production plant was proposed by consultants from Iowa. Preliminary meetings were held. The consultants decided to pursue soy diesel plant opportunities in Iowa, possibly seeking Semo Port in the future. The Port used this opportunity to contact a variety of other soy diesel prospects.

Consolidated Grain and Barge temporarily leased land west of the harbor during the winter months for a ground pile of corn. This had been planned due to expected low river levels and was made more urgent after Hurricane Katrina hit New Orleans, closing the river there for several weeks and damaging the large export elevators. Fortunately, CGB’s Zen Noh terminal suffered minor damage and was back in service within days. Farm prices dropped, fuel prices increased, and barge rates rose (due to fuel prices, river closures, dock closures, and barges out of service). CGB moved the corn out by barge in December.

Other Events. Missouri National Guard moved equipment for the 220th Engineering Battalion through Semo Port on its way to the war in Iraq. This was a heavy engineering unit, with dozers, dump trucks, rollers, excavators, low-boy tractor trailers, Humvees, fuel tankers, and other equipment. Vehicles were driven to the Port, driven up the loading ramp by Guard personnel, and shipped on 44 railroad flatcars. They were shipped to Fort Stewart GA (near Savannah) for loading on to ships. The rail move was delayed briefly by Mississippi River flooding, which temporarily closed the SE and BNSF tracks south of Cape Girardeau.

Semo Port Railroad (SE) began utilizing a new computer system from RMI (Atlanta GA), and began paying carhire direct to all US railroad car owners. Reclaims for up to five days were filed against UP or BNSF, whichever handled the carload in line-haul service. This change was required by the UP and BNSF. It imposed significant accounting responsibilities on SE, as it did to all other short-line railroads.

Extensive work was done to fully list Port assets, in compliance with Federal requirements to implement depreciation accounting (Government Accounting Standards Board, GASB-34). Additional research was necessitated to reclassify the assets into recognizable groupings, instead of simply under the grant names under which they were originally constructed.

Consolidated Grain and Barge unloaded 49 railcars of malt into barge for shipment to New Orleans and export beyond. This was the first time CGB used their dump pit (rail to barge) since the elevator was built in 1997.

The Port history project was begun by hiring David Briggs of the History Department at Southeast Missouri State University to prepare the initial version. It focused on the fifteen years (1975-1990). After review, several Port Board members asked that it be expanded to include subsequent years. Kristin Smith, a college student from Jackson MO, was hired to work through the summer preparing a detailed history from Port Board minutes and other records. **Irvin Garms** (Port Board) took charge of finalizing the history, with approval of the Board. Carol Weinrich was hired to assist **Mr. Garms** in editing the history.

Environmental. Jenny and Reid Adams, who studied the blind spring cavefish while attending graduate school at Southern Illinois University, became faculty members at Central Arkansas State University. They received a grant to fund a three-year study of the cavefish and will be assisted by their undergraduate students.

Doe Run Company's clean up continued of harbor silt contaminated with lead concentrate next to the main dock (GSC). Doe Run evaluated permanent improvements to further reduce the chance of future contamination.

Major Events. Pete Rahn, the new Director of MODOT, visited the Port on Friday April 8. Accompanied by State Legislators and staff, several tractor-trailers met the Director's airplane and drove the group to the Port. There they rode on two SE locomotives, then rode on a switch boat from **Tower Rock Stone's** dock, and returned to the Port office for lunch. This gave the guests a personal sampling of three types of freight transportation.

The MODOT Capital Improvement Grant of \$495,000 was formally announced at a luncheon meeting on December 7, giving special recognition of Rep. Lanie Black and Rep. Nathan Cooper for their work in obtaining the funding for ports. Rep. Scott Lipke and Sen. Jason Crowell also were recognized. Sen. Rob Mayer could not attend, but helped with the funding legislation.

Semo Port Railroad, Inc. (SE) did not receive the "Jake Award" from the American Shortline Railroad Association for safety performance in 2004. Although SE continued its excellent safety record with no injuries, no accidents, and no deaths, the monthly reports were not received by the Federal Railroad Administration due to a change in address, thus eliminating SE from the awards.

Funding. Grants, donations, and Port cash were used for a variety of projects in 2005:

Railroad track scale	USDA Rural Development	\$ 40,000
	MODOT Capital Improvement	45,000
	Motive Rail Inc.	10,000
	Port	26,513
	Girardeau Stevedores (labor)	40,000
	Railroad Track Scale, total	\$161,513
Dock steel bumpers	Port	\$119,826
Security improvements	Transportation Security Admin	\$118,180
Railroad Bridge 3 ties	Port	\$ 28,037

Grants and Port cash were in place for major projects to be done in 2006:

MODED CDBG	MODED CDBG	\$489,000
	Port local match	\$ 21,000
MODOT Capital FY06	MODOT	\$495,000
Ameren CDC	Ameren	\$200,000

MODOT awarded an Administrative Grant of \$13,500 for Fiscal Year 2006. These funds could be used for administrative expenses related to capital improvement grant as well as other expenses.

Tonnage. Year 2005 tonnage was 1,048,280 tons.

Finances. Financial results are shown for fiscal year ending June 30, 2005. In 2005, a new Federal accounting regulation required significant changes in asset depreciation, which resulted in revised financial statements. Operating Revenue, Operating Expenses, and Operating Income were not affected.

	<u>2004 amounts (revised):</u>	<u>2005 amounts:</u>
Income Statement		
Operating Revenue	\$ 979,274	\$ 857,744
Operating Expense	\$ 1,068,715	\$ 924,507
Operating Income	\$ (89,441)	\$ (66,763)
Net Income	\$ 454,220	\$ (3,249)
Balance Sheet		
Assets	\$16,645,586	\$16,643,343
Liabilities	\$ 594,910	\$ 595,916
Equity	\$16,050,676	\$16,047,427

MODOT awarded an administrative grant of \$13,500 for Fiscal Year 2006. For FY 2005, the administrative grant was \$15,000.

Year 2006 and Beyond

In 1975, the Counties of Cape Girardeau and Scott appointed nine commissioners to form the Southeast Missouri Regional Port Authority. One of their first tasks was to locate a site for a port. They found an acceptable site on the Mississippi River where the two counties met, but its development would require a lot of work.

Every year, the Port's Board of Commissioners faced challenges and opportunities. Some years were busier than others, but even in an occasional year of reduced activity the Board pursued improvements which set the stage for the next period of major growth. Each year's work added to the cumulative growth and improvement of the Port.

By the end of 2005, Semo Port had access to major transportation arteries, owned significant assets, and served a variety of markets.

Transportation arteries at Semo Port or nearby:

- Mississippi River (Mile 48 UMR)
- Missouri Route AB – connects Port to Interstate 55 (four miles, built 1997)
- Missouri Route K – alternate route to Interstate 55 via Scott City
- Union Pacific Railroad
- BNSF Railway
- Teppco (Texas Eastern) petroleum products pipelines (16" and 20" lines, 1.5 miles away)
- Duke Energy natural gas transmission pipeline (24" line, 1.5 miles away)
- Cape Girardeau Regional Airport (five miles away)

Assets owned by Semo Port:

- land 500 acres
 - 75 acres leased, above flood elevation
 - 75 acres developed areas (rights of way and harbor)
 - 26 acres (five parcels) ready to lease
 - 34 acres partly developed
 - remainder as cropland, undeveloped, or habitat areas
- slackwater harbor (1800 x 230 feet wide) for barges and docks
- public terminal (Girardeau Stevedores)
 - 350' x 220' main cargo dock
 - transfers cargo to/from barges, railcars, trucks
- utilities
 - water system
 - sewer system
 - electric service (34 kv line, substation, 161kv transmission line nearby)
 - natural gas service (3 inch steel high pressure line)
- paved streets
- Semo Port Railroad, Inc. (SE), common carrier switching railroad
 - Main line of six miles
 - Harbor Lead Track of 1.5 miles to the Port's harbor industrial area
 - connection to Union Pacific Railroad at Capedeau Junction MO (near Scott City)
 - connection to BNSF Railway at Cape Girardeau MO

Markets served by Semo Port:

Semo Port tonnage exceeded one million tons per year in 2004 and 2005
agriculture, timber, mining, manufacturing
Missouri, southern Illinois, western Kentucky
products to/from many states and foreign countries
six businesses lease land and operate at Port
many other businesses in region rely on Port companies to move products
team tracks -- Semo Port Railroad (SE)
facilities for rail – truck freight transfers by businesses without spur tracks
Missouri National Guard used for rail movements of military vehicles

At the end of 2005, it was again a time of rapid growth for Semo Port. Several businesses set tonnage records. The new corn mill (SEMO Milling) was under construction on the north side of the harbor. The corn mill purchased the bagging plant and completely renovated it. Missouri Fibre, the woodchip mill, built a new truck dump and receiving pads for residual chips and mulch from the region's sawmills. Girardeau Stevedores had two dry bulk warehouses on the drawing boards. Semo Port Railroad's business was strong.

Three capital improvement grants were used to extend utilities, streets, and railroad tracks. Funds came from MODOT Capital Improvement Grant, MOVED Community Development Block Grant, and Delta Regional Authority. Together they paid for over \$800,000 in construction.

Planning for the future continued. Additional capital funds were needed, but the difficulty in obtaining such funds forced close attention to priorities. The Semo Port Railroad was in relatively good condition for its existing traffic levels, but needed major maintenance and upgrades to handle prospective future levels of traffic. Port businesses needed to provide more track capacity if their rail business continued to expand. The Port had only a few small parcels of land remaining undeveloped near the harbor. The prospect of one or more ethanol plants in the two county area might divert corn from the Port's grain elevators, reducing total tonnage by 30%. There was the possibility that an ethanol plant might locate at the Port, increasing tonnage. It was a challenge to adapt to rapidly changing customer plans, while trying to separate reality from possibility.

Fortunately, due to the Port's conservative management philosophy, its financial condition was strong. The Port had minimal debt, an excellent credit rating, a good bank balance, low operating costs, a forward-looking cash flow management system, a good reputation with funding agencies, and several capital improvement grants in process. A standby line of credit was in place with the bank if needed for an emergency, but had never been used. Financially, the Port was in a good position to address the future.

While success was attained in many respects, the challenges and opportunities facing the Port's Board of Commissioners were as great as ever – and that in itself has become a tradition. As the past and present members will tell, service on the Port's Board has never been easy.

Part III:

Appendices

**Members of the Board of Commissioners
of the
Southeast Missouri Regional Port Authority**

Current members (as of March 2006) shown with underline.
Member at Large shown with # symbol.

Effective December 13, 1993, members of the Board of Commissioners also served as members of the Board of Directors of the Semo Port Railroad, Inc.

Names are listed in order by appointment dates.

1. **C. W. Rushing**
Charter to 03-14-1988 Cape
towboat captain, manager, Missouri Barge Lines; owner, Rushing Marine
(owned several towboats)
2. **C. B. Taylor**
Charter to 12-02-1987 Scott
farm owner operator; Scott Central School Board member
3. **Robert J. Earley**
Charter to 09-26-1979 Cape
certified public accountant; partner, Earley Janssen & Begley accounting firm
4. **Maurice T. Dunklin**
Charter to 07-21-1980 Cape
insurance agent, W. E. Walker Company
5. **Raymond Roth**
Charter to 04-26-1982 Scott
owner, Roth Hardware Store
6. **Jackson Hunter**
Charter to 06-03-1982 Scott
land owner, farmer, cotton gin operator; Commissioner, Sikeston Special Road District
7. **Linder Deimund #**
Charter to 05-09-1983 Cape
owner, Cape Girardeau Sand Company (operated dredge, switchboats, barges)
8. **A. J. Seier**
Charter to 02-16-1984 Cape
attorney, Prosecuting Attorney, Cape Girardeau County; Circuit Judge

9. **E. Mike Pfefferkorn**
Charter to 12-17-1986 Cape
owner, Chaffee Lumber Company; Chaffee City Council;
Bank of Chaffee, Board of Directors
10. **Charles F. Blattner**
02-16-1980 to 05-23-1991 Cape followed Robert J. Earley
owner, steel business; land developer; owner, machine shop
11. **Mysie S. Keene**
01-07-1981 to 12-31-1994 Cape followed Maurice T. Dunklin
President, Jackson PTA; President, Jackson Community Betterment;
President, Jackson Park Board; President, Jackson Chamber of Commerce.
12. **H. Alvie Modglin**
06-08-1982 to 04-23-1987 Scott followed Raymond Roth
owner, Alvie Modglin Construction Company; Mayor, City of Scott City
(also #23)
13. **M. D. Potashnick**
06-08-1982 to 12-31-1998 Scott followed Jackson Hunter
laborer, Pipeline Div of R. B. Potashnick Company; owner, Cape Construction
Company (pipeline contractor)
14. **Raymond G. Buhs**
12-13-1982 to 06-01-1986 Cape followed A. J. Seier
retired; President, Semo Stone Company
(also #27)
15. **Kenneth Dement #**
05-09-1983 to 08-01-1984 Scott followed Linder Deimund
attorney, All American Football player for Southeast Missouri State University
16. **James P. Limbaugh #**
08-01-1984 to 04-01-1988 Cape followed Kenneth Dement
banker, financial consultant, later bank president (Montgomery Bank NA)
(also #17)
17. **James P. Limbaugh**
04-01-1988 to 12-31-1993 Cape followed C. W. Rushing
banker, financial consultant, later bank president (Montgomery Bank NA)
18. **Peter D. Kinder**
06-01-1986 to 12-31-1992 Cape followed Raymond G. Buhs
attorney; Associate Publisher, Southeast Missouri newspaper; staff, Congressman
Bill Emerson; Real Estate Representative, Drury Industries. Later elected to the
Missouri Senate (1992) and Lieutenant Governor (2004).
19. **John Brannock**
01-12-1987 to 04-29-1991 Scott followed E. Mike Pfefferkorn
construction worker; Local President, Carpenter's Union

20. **W. K. Dillon #**
04-01-1988 to 12-31-1989 Cape followed James P. Limbaugh
Retired insurance executive and businessman (see #26, #28)
21. **Fred Surman, Jr.**
04-23-1987 to 12-31-1994 Scott followed H. Alvie Modglin
locomotive engineer for Frisco Railway; cattle farmer; Colonel, US Air Force Reserve
22. **W. H. Winchester**
12-02-1987 to 05-02-1998 Scott followed C. B. Taylor
attorney, Circuit Judge
23. **H. Alvie Modglin #**
11-14-1989 to 12-31-1991 Scott followed W. K. Dillon
owner, Alvie Modglin Construction Company; Mayor, City of Scott City
24. **Irvin Garms**
05-23-1991 to 12-31-2009 Cape followed Charles Blattner
retired; President, Potashnick Construction Company (54 years experience)
25. **William Bess**
05-30-1991 to 11-25-1996 Scott followed John Brannock
retired; Chairman Emeritus, First National Bank
26. **W. K. Dillon #**
01-01-1992 to 12-31-1992 Cape followed H. Alvie Modglin
(see #28)
27. **Raymond G. Buhs #**
01-01-1993 to 12-31-1993 Cape followed W. K. Dillon
retired; President, Semo Stone Company
28. **W. K. Dillon**
01-01-1993 to 09-09-2002 Cape followed Peter D. Kinder
29. **R. Chap Arnold #**
01-01-1994 to 12-31-1995 Scott followed Raymond G. Buhs
owner, Chap Arnold Insurance Inc.
30. **Joe Gambill**
01-01-1994 to 12-31-1994 Cape followed James P. Limbaugh
retired; Plant Manager, Lone Star Cement; Plant Manager, Biokyowa
Later served as Cape Girardeau County Commissioner
31. **John Thompson**
01-01-1995 to 12-31-2006 Cape followed Mysie S. Keene
Community Bank President, Bank of Missouri
32. **Cliff Rudesill**
01-01-1995 to 11-30-1995 Cape followed Joe Gambill
retired; Riverside Lumber Company

33. **Ron Whitaker**
01-17-1995 to 12-31-2004 Scott followed Fred Surman
owner, Whitaker Hardware Store
34. **Carl Talley #**
12-31-1995 to 12-31-1997 Scott followed R. Chap Arnold
retired; Administrator, City of Jackson
35. **J. Ronald Fischer**
12-31-1995 to 12-31-2007 Cape followed Cliff Rudesill
retired; owner, Fischer's Supermarket; Elected as Commissioner, Cape Girardeau
County Commission, 21 years; City Manager, City of Cape Girardeau, 8 years.
36. **Mike Marshall**
12-04-1996 to 12-31-2009 Scott followed William W. Bess
Community Bank President, First State Bank and Trust; Mayor, City of Sikeston
37. **Harold J. Uelsmann #**
01-01-1998 to 12-31-1998 Scott followed Carl Talley
(also #40)
38. **Phil Boyer**
05-02-1998 to 12-31-2003 Scott followed W. H. Winchester
owner, Boyer Construction Company and Sikeston Factory Outlet Mall;
City Council, City of Sikeston
39. **Harold Uelsmann**
01-01-1999 to 12-31-2006 Scott followed M. D. Potashnick
retired; towboat deckhand, Marquette Cement Company; Director of Public Works,
City of Scott City
40. **Bob Kielhofner #**
01-01-1999 to 12-31-1999 Scott followed Harold Uelsmann
(also #42, 45)
41. **Kent Puchbauer #**
01-01-2000 to 12/31/2001 Cape followed Bob Kielhofner
(also #44)
42. **Bob Kielhofner #**
01-01-2002 to 12-31-2003 Scott followed Kent Puchbauer
(also #45)
43. **Kent Puchbauer**
09-17-2002 to 12-31-2008 Cape followed W. K. Dillon
Vice President, Montgomery National Bank
44. **Gene Penzel #**
01-01-2004 to 12-31-2005 Cape followed Bob Kielhofner
retired; owner, Penzel Construction Company

45. **Bob Kielhofner**
01-01-2004 to 12-31-2007 Scott followed Phil Boyer
Retired; weekly newspaper publisher; grocery store owner; elected as County Clerk,
Scott County, for 24 years; elected as Presiding Commissioner, Scott County
Commission, 4 years.
46. **Gene Dement**
01-01-2005 to 12-31-2008 Scott followed Ron Whitaker
farm owner; owner, cotton gin
47. **Mark Kluesner #**
01-01-2006 to 12-31-2007 Scott followed Gene Penzel
Production Manager, Buzzi Unicem (formerly Lone Star Cement). Experience 28 years
including Maintenance, Control Room Operator, Shift Foreman, General Mill Foreman,
Production Manager. Farmer.

Appendix 2: Staff Members

Executive Directors

1.	Charles A. Clodfelter	January 1978	to	June 30, 1984
2.	Thomas E. Cooley	July 1, 1984	to	June 14, 1988
3.	Allan A. Maki	August 14, 1988	to	March 1993
4.	Daniel L. Overbey	April 05, 1993	to	present

Staff Members

Nena Mitchem	Secretary	1984 - 1987
Betty Doria	Secretary	1988 - 1989
Jackie Thomas	Secretary	1989
Elaine Michelson	Secretary	1989 – 1993
Leslie Simmons	Administrative Assistant	1993 – 1994
	Manager Finance & Administration	1994 – 1995
Laura J. Joyce Hulcy	Secretary	1993 – 1994
	Marketing Analyst	1994 - 1996
Robert Anderson	Manager Finance & Administration	1995 – 1996
Terra Holt	Manager Finance & Administration	1996 – 1997
Denita Hartle	Marketing Analyst	1996 – 1997
Gary Haynes	Manager Finance & Administration	1997
Pamela McNamara	Manager Finance & Administration	1997 – 2001
Margaret Yates	Marketing Analyst	1997 – 2000
	Manager of Marketing	2000 – 2001
Beverly Held Miller	Manager Finance & Administration	2001 - present
Jesse Matthews	Development Manager	2002 - 2003
Andrew Blattel	Manager of Marketing	2003 - 2004
Blane Nagel	Manager of Marketing	2005 - present

Summer Maintenance Personnel

Andrew Blattel	1998, 1999, 2001
Jason Myer	1999
Ryan Blattel	2000 – present
Douglas Overbey	2002 – present
Mark Berkbigler	2002
Allen Frey	2003 – present
Chris McCrate	2004
Lundi McIntyre	2005 - present

Appendix 3: Financial Balance Sheet

Assets, Liabilities, and Owner's Equity

<u>Year</u>	<u>Assets</u>	<u>Liabilities</u>	<u>Equity</u>
	(only checkbook prior to 1986)		
1986	\$ 49,118	-	-
1987	5,277,583	-	-
1988	3,635,789	-	-
1989	2,842,662	-	-
1990	2,545,357	-	-
	<i>changed from cash to accrual method</i>		
1991	12,837,121	\$ 126,604	\$12,710,517
1992	13,201,890	209,617	12,992,273
	<i>changed accounting firms</i>		
1993	12,928,553	19,054	12,909,499
1994	12,823,021	17,876	12,805,145
1995	11,993,401	551,181	11,442,220
1996	14,047,942	1,016,794	13,031,148
1997	15,487,758	1,123,938	14,363,820
1998	16,327,983	460,903	15,867,080
1999	17,684,328	860,394	16,823,934
2000	17,681,849	719,690	16,962,159
2001	17,840,751	703,773	17,136,978
2002	17,799,373	584,325	17,215,048
2003	18,013,414	638,772	17,374,642
2004	18,624,701	594,910	18,029,791

The growth of assets reflects the increased value through capital improvement grants and reinvestment of earnings from the Port's operations.

Appendix 4: Financial Income Statement

Revenue, Expense, and Income

<u>Year</u>	<u>Operating Revenue</u>	<u>Operating Expense</u>	<u>Operating Income</u>	<u>Net Income</u>
	<i>only checkbook prior to 1986</i>			
1986	\$ 78,844	-	-	5,171
1987	2,131,339	-	-	1,307,701
1988	2,302,351	-	-	(101,794)
1989	3,088,492	-	-	916,873
1990	1,789,571	-	-	152,695
	<i>changed from cash to accrual method</i>			
1991	85,707	\$ 149,169	\$ (63,462)	6,917,349
1992	82,580	192,168	(109,588)	281,756
	<i>changed accounting firms</i>			
1993	154,686	198,183	(43,497)	(82,774)
1994	189,143	173,071	16,072	57,700
1995	232,270	189,868	42,402	8,919
1996	236,700	250,122	(13,442)	1,687,018
1997	431,356	351,056	80,300	1,332,672
1998	409,530	302,561	106,969	1,503,260
1999	554,035	438,178	115,857	956,854
2000	659,326	592,155	67,171	138,225
2001	830,268	702,165	128,103	174,819
2002	899,959	795,225	104,734	78,070
2003	841,804	796,541	45,263	159,594
2004	979,274	867,786	111,488	655,149

Operating revenue, operating expense, and operating income provide a good measure of basic operations, as they exclude grant funds and capital improvement expenditures.

Appendix 5: Tonnage

<u>Calendar Year</u>	<u>Tons</u>	<u>Year to Year Change</u>
1989	27,396	
1990	28,454	4%
1991	49,714	75%
1992	74,129	49%
1993	259,338	250%
1994	340,466	31%
1995	362,574	6%
1996	164,213	-55%
1997	229,668	40%
1998	579,881	152%
1999	851,255	47%
2000	898,055	5%
2001	905,628	1%
2002	703,487	-22%
2003	818,212	16%
2004	1,001,556	22%
2005	1,048,280	5%

Tonnage statistics are not available on a consistent basis for years prior to 1989.

Appendix 6: Capital Improvement Grants

<u>Year</u>	<u>Agency</u>	<u>Purpose</u>	<u>Amount</u>
1978	ORC	Feasibility Study	
1980	ORC	Preliminary Engineering	\$ 12,500
1981	Misc.	Master Plan	
1987	COE	Local Cooperation Agreement	2,000,000
1983	MHTD	Access Road (Route K) Design	10,000
1983	MO	Access Road (Route K) ROW	34,000
1983	MO	Access Road (Route K) Const.	711,000
1984-89	EDA-1	Water System & Dock	1,000,000
1987	MODNR	Waste-Energy Study	201,570
1991-92	FRA	Railroad Phase I	305,329
1992-96	EDA-2	Railroad, Dock Paving, Water Line	1,184,700
1993	SWBT	Foreign Trade Zone	7,000
1993	FEMA	Flood Damage Repairs	20,043
1994	TRS	Tower Rock Stone Co. (estimated)	700,000
1995-97	EDA-3	Roads, Railroads, Sanitary Sewer	3,075,000
1995-97	CDBG	Roads	187,000
1995	FEMA	Flood Damage Repairs	60,428
1997	CDBG-2	East Road Paving	81,307
1998	CDBG-3	RTI RR Tracks	100,948
1998	MODOT	Fill for Port Sites	200,000
		Lone Star Industries (match)	200,000
1999	MODOT	Fill for Port Sites	50,000
		Lone Star Industries (match)	50,000
1999	TEA-21	Port Beautification	98,661
2003	DRA-1	Fill for Port Sites	200,000
		Lone Star Industries (match)	250,000
2004	DRA-2	Fill for Port Sites	67,000
		Lone Star Industries (match)	61,406
2004	TSA	Security Grant for fence and lights	118,180
2004	USDA	Railroad Scale	40,000
2004	MODOT	Railroad Scale	45,000
2005	CDBG-4	SMC infrastructure	467,960
2005	MODOT	FY 06 Capital funds (infrastructure)	495,000
2005	Ameren	Warehouse infrastructure	200,000
		Total	\$13,263,791

See next page for abbreviations and list of grantors.

Capital Improvement Grants, continued.

<u>Abbreviation</u>	<u>Grantor</u>
Ameren	Ameren Community Development Corporation (CDC)
CDBG	Community Development Block Grant, Missouri Department of Economic Development, U. S. Department of Housing and Urban Development
COE	U. S. Army, Corps of Engineers
DRA	Delta Regional Authority (U.S.)
EDA	U. S. Department of Commerce, Economic Development Administration
FEMA	Federal Emergency Management Agency (U.S.)
FRA	U. S. Department of Transportation, Federal Railroad Administration
MHTD	Missouri Highway and Transportation Department
MO	State of Missouri (bond issue funds via MHTD)
MODNR	Missouri Department of Natural Resources
MODOT	Missouri Department of Transportation (successor to MHTD)
ORC	Ozark Regional Commission
SWBT	Southwestern Bell Telephone Company
TEA-21	Transportation Enhancement Grant, MODOT
TRS	Tower Rock Stone Co.
TSA	U. S. Department of Homeland Security, Transportation Security Administration

Appendix 7: MODOT Administrative Grants

<u>Year Awarded</u>	<u>Fiscal Year</u>	<u>Agency</u>	<u>Amount</u>
1978	1979	MHTD	\$34,201
1979	1980	MHTD	40,458
1980	1981	MHTD	36,648
1981	1982	MHTD	49,000
1982	1983	MHTD	49,000
1983	1984	MHTD	54,000
1984	1985	MHTD	53,000
1985	1986	MHTD	57,500
1986	1987	MHTD	58,700
1987	1988	MHTD	56,000
1988	1989	MHTD	55,000
1989	1990	MHTD	52,095
1990	1991	MHTD	45,615
1991	1992	MHTD	36,492
1992	1993	MHTD	41,000
1993	1994	MHTD	42,000
1994	1995	MHTD	33,600
1995	1996	MHTD	34,000
1996	1997	MODOT	29,000
1997	1998	MODOT	30,000
1998	1999	MODOT	11,000
1999	2000	MODOT	10,000
2000	2001	MODOT	14,000
2001	2002	MODOT	28,950
2002	2003	MODOT	-0-
2003	2004	MODOT	-0-
2004	2005	MODOT	15,000
2005	2006	MODOT	13,500

Year shown is MO Fiscal Year, which runs from July 1 previous calendar year to June 30 of year shown. Grant awards are announced in previous calendar year.

MHTD Missouri Highway and Transportation Department
 MODOT Missouri Department of Transportation (successor to MHTD)

Appendix 8: Grant Funds By Grantor

Grant Funds, By Grantor in Alphabetical Order

Ameren Community Development Corporation (CDC)	2005	. . .	\$ 200,000	
Lone Star Industries (later Buzzi Unicem)	1998		\$ 250,000	
(does not include value of fill material)	1999		\$ 50,000	
	2003		\$ 250,000	
	2004		<u>\$ 61,406</u>	\$ 611,406
Missouri Dept of Economic Development, CDBG	1995		\$ 187,000	
	1997		\$ 81,307	
	1998		\$ 100,948	
	2005		<u>\$ 467,960</u>	\$ 837,215
Missouri Dept of Natural Resources	1987	. . .		\$ 201,570
Missouri Dept of Transportation (and earlier MHTD)	1983		\$ 755,000	
	1998		\$ 200,000	
	1999		\$ 50,000	
	1999		\$ 98,661	
	2004		\$ 45,000	
	2005		<u>\$ 495,000</u>	
		capital improvement grants	\$1,643,661	
		administrative grants	<u>\$ 979,759</u>	\$ 2,623,420
Ozark Regional Commission	1980	. . .		\$ 12,500
Southwestern Bell Telephone Company	1993	. . .		\$ 7,000
Tower Rock Stone Co. (estimated)	1994	. . .		\$ 700,000
U. S. Army Corps of Engineers	1987	. . .		\$ 2,000,000
U. S. Delta Regional Authority	2003		\$ 200,000	
	2004		<u>\$ 67,000</u>	\$ 267,000
U. S. Dept of Agriculture, Rural Development	2004	. . .		\$ 40,000
U. S. Dept of Commerce, Economic Development Admin	1984		\$1,000,000	
	1992		\$1,184,700	
	1995		<u>\$3,075,000</u>	\$ 5,259,700
U. S. Dept of Homeland Security, Transpn Sec Admin	2004	. . .		\$ 118,180
U. S. Dept of Transportation, Federal Railroad Admin	1991	. . .		\$ 305,329
U. S. Federal Emergency Management Agency	1995	. . .		\$ 80,471
		Total		\$13,263,791

Appendix 9: Grant Funds By Amount

Grant Funds, By Grantor in Amount Order

U. S. Dept of Commerce, Economic Development Admin	\$ 5,259,700
Missouri Dept of Transportation (and earlier MHTD)	\$ 2,623,420
U. S. Army Corps of Engineers	\$ 2,000,000
Missouri Dept of Economic Development, CDBG	\$ 837,215
Tower Rock Stone Co. (estimated)	\$ 700,000
Lone Star Industries (later Buzzi Unicem)	\$ 611,406
U. S. Dept of Transportation, Federal Railroad Admin	\$ 305,329
U. S. Delta Regional Authority	\$ 267,000
Missouri Dept of Natural Resources	\$ 201,570
Ameren Community Development Corporation (CDC)	\$ 200,000
U. S. Dept of Homeland Security, Transpn Sec Admin	\$ 118,180
U. S. Federal Emergency Management Agency	\$ 80,471
U. S. Dept of Agriculture, Rural Development	\$ 40,000
Ozark Regional Commission	\$ 12,500
Southwestern Bell Telephone Company	\$ 7,000
Total	\$13,263,791

Appendix 10: Land Transactions

Land Purchased

<u>Date</u>	<u>Seller and Description</u>	<u>Acres</u>
07-29-85	Lone Star Ind. Marquette Island	50.24
08-04-86	Juden	101.90
06-18-87	Lone Star Industries	7.74
10-10-89	Louis and Ruby Statler	77.30
03-08-91	West Lake Quarry	169.30
05-24-91	Lone Star Industries	61.01
04-23-92	Louis and Ruby Statler	74.16
07-14-92	MAC Grain Company	26.00
12-14-94	Lyle and Jessie Lambert	3.00
07-18-94	Louis A. and Alene V. Heisserer	0.49
05-24-91	Lone Star Industries	3.23
04-24-96	Juden Trust	143.67
12-14-94	Lyle and Jessie Lambert	13.10
07-19-94	MAC Grain Company	4.72

Land Sold

<u>Date</u>	<u>Buyer and Description</u>	<u>Acres</u>
05-13-91	Lone Star Industries	10.40
08-21-95	Tower Rock Stone Co.	2.43
12-14-94	Lone Star Industries	0.97
12-14-94	Lone Star Industries	13.10

Land Purchased and Transferred to MO DOT

The Port transferred 23.65 acres to MODOT as right of way for Route K.
The Port transferred 88.29 acres to MODOT as right of way for Route AB.

As of 2006, Semo Port owns about 500 acres (excluding Semo Port Railroad right of way).

Appendix 11: Professional Services

Accountants

1983 – 1990	James V. Stallings, Inc.
1991 – 1992	Earley Janssen Begley and Company
1998 – 1993	Beussink Hey Martin and Roe
1999 – 2001	Beussink Hey and Roe
2002 – 2005	Beussink Hey Roe Seabaugh and Stroder

Attorneys

1983 – 1996	Stephen E. Strom, Finch Bradshaw Strom and Steele
1997 – 2005	Jim Hux, Hux and Hux

Engineers

1983 - 1985	Conley & Hardy
1984 - 2006	Jim Lawson, Bowen & Lawson
	Jim Lawson, Bowen Engineering (successor to Bowen & Lawson)
2006 – present	Cary Harbison, Bowen Engineering & Surveying

The above does not include firms whose services were used for special projects.

Appendix 12: Photographs

<i>#</i>	<i>year</i>	<i>subject</i>	<i>date</i>	<i>reference</i>
Full page photographs:				
1.		Woody Rushing		
2.	1990	Aerial view of harbor industrial area		
3.	2000	Aerial view of harbor industrial area		
Half-page photographs:				
4.	2006	Aerial view of harbor industrial area (winter)		
5.	1982	containers	11-09-1982	
6.	198?	Biokyowa load on old county road		
7.	1987	"Old Dock" construction	June 1987	
8.	1990	Harbor Opening Ceremony	04-28-1990	4-29-90 Neg 8
9.	1990	Harbor Opening Ceremony (MV Mississippi)	04-28-1990	4-29-90 Neg ?
10.	1991	First Missouri Terminals construction	10-18-1991	
11.	1992	Consolidated Grain & Barge letter of intent	May 1992	
12.	1994	EDA Grant Ceremony	10-01-1994	9420.03
13.	1996	USA 1823 (Port's Locomotive)	03-12-1996	9609.02
14.	1997	Dredge America	09-21-1997	9731.010
15.	1999	Rep JoAnn Emerson Tours Port	06-02-1999	9920.022
16.	1999	Gov George Bush Visits Port	09-13-1999	9928.026
17.	1999	Board Tours Tower Rock Stone Quarry	11-08-1999	9943.009
18.	1999	Motive Rail Inc – Jay & Lester with engines	09-10-1999	9936.022
19.	2003	Senator Bond Inspects Dredging	08-21-2003	2003.2319
20.	2003	MO National Guard Loads Flatcars	10-07-2003	2003.3001
21.	2004	M V Coal Express	06-27-2004	2004.2210
22.	2006	Port Board (plaques to Marshall & Thompson)	03-13-2006	2006.0321
23.	2006	Irvin Garms and Jim Lawson	April 2006	2006.1108
24.	2006	Girardeau Stevedores (Koch family)	05-22-2006	2006.1305
25.	2006	Semo Port office building	05-30-2006	2006.1502

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(Photographs with Captions)

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