

The April meeting of the Commissioners, of the WEST COAST INLAND NAVIGATION DISTRICT was held April 23, 1971, at the Holiday Inn, Armada Room, North Tamiami Trail, Bradenton, Florida.

Present: Ellsworth G. Simmons, Chairman, Hillsborough County
 Larry Rhodes, Secretary, Sarasota County
 Dan P. McClure, Treasurer, Manatee County
 H. William Thompson, Charlotte County
 A. Oliver McEachern, Pinellas County

Charles E. Furbee, Executive Director
 Dewey A. Dye, Jr., Counsel

Absent: Kenneth W. Daniels, Vice Chairman, Lee County

ADMINISTRATION

The meeting convened at 08:40 a.m.

Minutes of the March 12, 1971, meeting were approved as presented.

The Treasurer's Report was read and approved. Vouchers, #6595 through #6628, were approved for payment.

Chairman Simmons welcomed the following guests:

A. L. Anderson, Former W.C.I.N.D. Commissioner,
 Pinellas County
 Colonel Roger M. Bachman, Department of Natural
 Resources, State of Florida,
 Tallahassee
 Bob Bayles, Representative, Misener Marine Construction,
 Inc., St. Petersburg
 Colonel A. S. Fullerton, District Engineer, Corps of
 Engineers, Jacksonville
 Jerome G. Hill, Acting Mayor, Venice
 A. L. McKnight, Operations Chief, Corps of Engineers,
 Jacksonville

and made special note of the W.C.I.N.D. Secretary, Mrs. Esther Happich's hospitalization and voiced best wishes for a successful and speedy recovery from the Board.

ACTIVITIES REPORTCharlotte CountyPlacida Florida Railroad Bridge Report

The Director gave a briefing of the Placida Railroad Project. It was required of the Board after the vote of approving the Contract that it get assurance from the Railroad that they were going to retain and continue to operate the Port Boca Grande loading facilities. The second requirement was that the Board have assurance that the Railroad was going to comply with the State's pollution control requirements. The Director had obtained from the Railroad confirmation of their intentions by way of a telegram from Mr. W. Thomas Rice, which states:

"We wish to advise as follows: Present plans of S.C.L. are to retain and continue to operate its Boca Grande Port facilities and, of course, in doing will comply with all appropriate State Statutes relating thereto. We are in the process of developing plans for pollution control and other facilities which will cost several hundreds of thousands of dollars to be involved with this facility. Request your official advice advising of award of a Bridge Modification Contract to apparent low bidder.

Signed: W. Thomas Rice"

In addition to this telegram we received a letter from Mr. Rice restating his previous two statements, where they intended to continue to retain the loading facilities. The Director read to the Board the following letter which is the latest correspondence from the Corps of Engineers:

To: Mr. Ellsworth G. Simmons
Chairman, W.C.I.N.D.
Dated: April 12, 1971

"Reference is made to my letter of 8 December 1970 regarding the Seaboard Coast Line Railroad Bridge in Gasparilla Sound.

The increased use of the West Coast Inland Waterway, together with the safety of the waterway traffic and investment of public funds in construction and maintenance, requires that the West Coast Inland Navigation District meet its commitment to the Corps of Engineers to replace the SCL Railroad Bridge in Gasparilla Sound at the earliest possible date. We have relied upon WCIND assurances that this impediment to navigation would be corrected immediately upon assurance from the Railroad of continued use.

I would appreciate an early reply of action taken.

Sincerely yours,

(SIGNED)

A. S. Fullerton
Colonel, Corps of Engineers
District Engineer"

Also, on the pollution control, the Director was in touch by telephone with Mr. Patton's office, Tallahassee. He spoke with Mr. Senkevich, who works for Mr. DeCosta, and he advised the Director that they have received the pollution control engineering plans for the Railroad as designed by Linder & Company, Lakeland, Florida. The time element is that they will start work on their pollution control on July 1, and will have been completed by September 30, 1971. In accordance with the Board's requirements for the Director's actions, he requested the Board to consider these assurances as to whether they would be adequate for him to authorize the award of the Contract.

Chairman Simmons: "Gentlemen, you've heard the report. This is, I think, the assignment that was assigned to the Director at the last meeting by the entire Board. He wanted to be sure that what we were doing was acting in good faith with all of those in partnership with us in this. Is there any additional information that is desired by the Board members in regard to this project? If not, does this satisfy the questions that were raised, and that is that these assurances be satisfactory to the Board? If there is no question on it, then we will assume that the Board comply with action to proceed with the Contract of funding and proceeding these assurances; we will take it that these have been complied with; and, Mr. Dye, does this get the exact action we required?"

Mr. Dye: "That is correct. At the last meeting the Board approved the award of the Contract subject to the Director securing this additional information, so we don't need to approve the Contract."

Commr. Rhodes: "Then there is no motion necessary to implement this Contract?"

Mr. Dye: "No, I don't think so."

Director: "I would like to have approval to dispatch the following message."

Chairman Simmons: "All right."

Director: "In anticipation of no objection being posed this morning, I have prepared a message, a telegram, which will be dispatched after our meeting, to Mr. W. Thomas Rice, Chairman, S.C.L. Railroad:

'This is to advise you that the Board of Commissioners of the West Coast Inland Navigation District at their April 23, 1971 meeting accepted your assurance of continued operation of the railroad spur to Port Boca Grande, Florida, and approve the award of the bridge modification contract to the apparent low bidder, Misener Marine. It is also agreed by the Board of Commissioners to accept the S.C.L. billing in the estimated amount of \$92,277.00 in accordance with the contract between W.C.I.N.D. and S.C.L.R.R., dated June 5, 1967.'

This was in the original contract, and it is their estimated cost for their share of the bridge."

Chairman Simmons: "Gentlemen, is there a motion to authorize the dispatch of this by the Director?" (Motion made and seconded; all in favor.) "What else is there?"

Sarasota County

Venice Water Well Field

The Director reported regarding a Four-Way Agreement.

Mr. Dye: "This Four-Way Agreement is part of the resolution of the stalemate we encountered in Venice - between W.C.I.N.D. and the City, and the County and the State, I believe, it was, the State Road Department, under which each party spelled out its obligations, rights, and liabilities in covering all phases of the work - bridges, the utilities, the water and sewer system of the City, and the whole ball of wax. Part of that agreement was that the City requested and W.C.I.N.D. agreed to be responsible for any salt water intrusion into the City's well field, which is very close to the Inland Waterway and also in immediate proximity to one of our spoil areas. W.C.I.N.D. had installed a number of monitor wells, which are automatic reading and recording devices to keep check on the salt water intrusion, and in the past I believe we have replaced or paid for two wells."

Director: "Two we agreed to pay for."

Mr. Dye: "The problem that has now been determined scientifically, and we've been assisted greatly in this study by the Department of Natural Resources and the Geological Survey - the problem is not what we originally anticipated. There apparently is no

salt water intrusion from the Inland Waterway itself. The salt water came from the deposit of spoil back in the interior east of Venice, where in the course in the pumping up of about 800,000 yards of excavated material there were millions and millions of gallons of water dumped out there, which seeped down to the ground and has apparently, to some extent, may have gotten into the wells. So, anyway, the City is now apparently coming up with a request for consideration of damages to further wells in payment and cost of relocation. Would that be correct, Mayor?"

Mayor Hill: "Yes."

Chairman Simmons: "Is there a motion that the Director and the Attorney and the professional staff be directed to work with the City of Venice to research this and present to the Board some of their findings for the Board's consideration?"

Commr. Rhodes: "Mr. Chairman, I would be happy to make a motion like that."

Commr. Thompson: "I would be happy to second it."

Chairman Simmons: "Would those in favor of the motion on service say 'aye'." (Everyone said 'aye'; none opposed.) "Colonel (Fullerton), we'd like just a few words out of you. I believe this is your first official tour of the entire project. I know that your duties have carried you far across the areas. Would you like to say a few words?"

Colonel Fullerton: "I'd even say four or five. Well, I certainly welcome the happy resolution of the bridge situation which was culminated this morning. I wish to express my appreciation to the members of the Board for being able to join us yesterday and today. It is a great pleasure for me and also helps in our cooperative relationship to be able to spend some time with you gentlemen and get to know you better other than voices over the telephone and then to get to see the project that we're talking about, on the site. So, it's been a great pleasure for me yesterday, and I suspect it will be more of the same today. Thank you."

Chairman Simmons: "You're in the hands of a real great host today who wasn't with us yesterday. Colonel Bachman, do you have any words of wisdom you'd like to expound on?"

Colonel Bachman: "Well, you've got me cornered when you ask me for words of wisdom. Mr. Chairman, I'll say this much, I certainly appreciate being here. I regret that I haven't been able to attend the meetings in the past as often as I'd like. A transportation problem in Tallahassee and any part of the State being what they are sometimes makes it a little difficult. I'm sorry I wasn't able to be along with you yesterday. I may not be able to go today, but I have been on the Waterway, and I know it's in good hands with this group. Thank you."

Chairman Simmons: "Mr. Charlotte County?"

Commr. Thompson: "Nothing."

Chairman Simmons: "Sarasota County?"

Commr. Rhodes: "No, Sir, I've made my contribution."

Commr. McEachern: "Let me add, Colonel, how many do you and Mr. McKnight have in your staff?"

Mr. McKnight: "Just the Colonel, me, and the boat crew."

Chairman Simmons: "And that's four? Who else is going today? They're planning to get a headcount."

Director: "I call your attention to the Water Resources Congress. This is a new name for the merged National Rivers and Harbors Congress and the Water Resources Associated. It is now the Water Resources Congress, and they have a District Meeting in New Orleans on May 10, 1971, and, of course, we're in that District."

Motion was made by Commr. McClure that all those and the staff be allowed to attend.

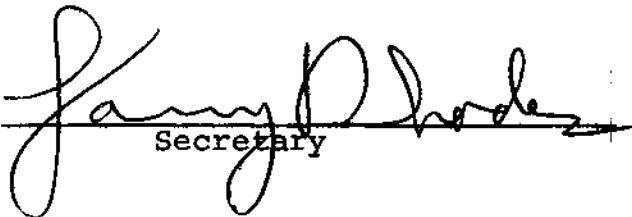
Chairman Simmons: "You've heard the vote, is there a second?"

Commr. Thompson: "I second it." (Everyone said 'aye'; none opposed.)

Monday, May 17, 1971, was agreed as the date for the next meeting.

The meeting adjourned at 09:15 a.m.


Chairman


Secretary

ACTIVITIES REPORT

March 12, 1971 - April 23, 1971

I. A. CHARLOTTE COUNTY

1. SCL Railroad Bridge, Placida, Florida -

Numerous conferences with SCL Railroad representatives, Corps of Engineer representatives, Mr. Bob Bayliss of Misener Marine Company and Mr. Senkevich of Florida State Pollution Control office in regards to award of Contract for replacement of rail span.

B. SARASOTA COUNTY

1. Spoil Area S3-3 -

Received notice from Mr. Bud Davis, Sarasota Water and Navigation, that residents of South Venice had varied complaints about housekeeping conditions of Spoil Area S3-3. Contacted Mr. Robert Rigby who has contract to haul from that area and requested area be cleaned up. Mr. Rigby complied immediately and requested an inspection. Director inspected area the following day and found it to be satisfactory.

2. Venice Water Well Field -

As a result of a newspaper report wherein Mr. Paul Youngberg, Venice Administrator, advised that the City of Venice would seek \$75,000.00 in damages from W.C.I.N.D. for salt intrusion damages to the City's Water Wells, the Director contacted Mr. Youngberg for more details. Pending approval of Board of Commissioners of W.C.I.N.D., the Director and Mr. Dye, W.C.I.N.D. Attorney, along with Mr. Youngberg and Mr. Horace Sutcliffe, U.S. Geological Survey, will participate in a meeting, April 27, 1971, to review the Water Well problem.

II. A. GENERAL

1. The Director attended the National Rivers and Harbors Congress Convention, Washington, D.C., March 16 - 19, 1971. The NR&HC merged with Water Resources Associated to become Water Resources Congress.