

A new road maintenance philosophy that calls for complete replacement rather than patching was endorsed by the City of Tulsa-Rogers County Port Authority. The authority added an additional \$200,000 to the street repair program for the fiscal year bringing the total to \$1 million. David Yarbrough, deputy port director, told the authority that it was "not getting a lot of life" out of the patching port roads as a result of the stress of heavy truck traffic, bad soil conditions, temperature extremes and age.

With the added funds, about 500 feet of East Channel Road will be completely replaced because Yarbrough explained that it was in "every bad" condition. Repairs also will include about 2,700 feet of the westbound lanes of Main Parkway. Main Parkway was recently upgraded to a divided four-lane road with the addition of the eastbound lanes.

Yarbrough said because the port "will still be forced to do some patching" funds for some capital improvement projects will be diverted from unconstructed projects that had been scheduled. Cherokee Pride Construction was awarded a \$1.69 million contract for the construction of a 49,500 square foot interim warehouse to replace the Transit Shed, the port's first building, which is to be demolished to permit expanded use of the main wharf so it will be possible to load or unload two barges simultaneously. Eight firms bid on the project with the highest bid at \$1.97 million. All were below

the engineer's estimate of \$2.24 million for the fabric-covered building. Port assets totaled \$48.53 million on June 30, 2013, according to the annual independent audit conducted by EideBailly.

The authority accepted the report. The audit showed that against its assets the port had liabilities at the end of the fiscal year of \$4.94 million. Revenues totaled \$7.64 million of which \$4 million was from operating revenues and \$3.6 million came

from leases. The largest source of revenue was \$1.56 million from rail operations, followed

by railroad switching, \$761,079; barge and towboat services, \$455,678; stevedoring, \$401,446; liquid bulk, \$312,354; agriculture, \$226,063; dry bulk, \$163,662; low water wharf, \$142,894, and general cargo, \$10,220. Operating expenses totaled \$5.63 million. The authority presented a letter of appreciation to Jon R.

Stuart, who retired from the board after 28 years, the third longest serving member.

During his tenure, according to the letter, the original 2,000-acre port has been expanded by 1,000 acres; the number of industries at the port has doubled to 70 facilities representing a private investment of more than \$1.2 billion with more than 4,000 employees. The private investment, the letter noted, is the amount authorized by Congress in 1946 to construct the 445-mile Arkansas Waterway from Tulsa to the Mississippi River. The authority has invested more than \$100 million in public money in the port including the \$21.2 million in general obligation bonds issued by the City of Tulsa and Rogers County to acquire the land and for initial port development. In recognition of his service, the authority has named the port's education complex, which includes the port's first towboat, as the Jon R. Stuart Maritime Park. Only two others have served on the port longer – former Mayor James M. Hewgley, Jr., 32 years, and Marc Tower, one of the original nine members, 29 years. Mayor Dewey F. Bartlett, Jr. nominated Jon McGrath to succeed Stuart. The mayor has also nominated Jerry Goodwin, who has served 18 years on the authority, to a new four-year term. Robert W. Portiss, port director, said shipping at the port was been at a brisk pace with 216,030 tons being moved through the port on 132 barges during October. That is up from a month earlier when the traffic amounted to 145,900 tons on 88 barges but less than the 260,440 tons and 131 barges that were at the port the previous October. Outbound traffic accounted for 130,266 tons and 74 barges while the balance of 85,744 tons and 58 barges was inbound cargo. The port's traffic accounted for 49 percent of the 441,210 tons moved along the Oklahoma portion of the waterway and 19 percent of the 1.11 million tons carried along the entire two-state route. »