PORT MANCHAC

An inter-modal transportation hub
(barge, truck, rail)
Master Plan for Port Manchac
2017-2022

Mission Statement

- “Enhance economic development of Tangipahoa Community by providing jobs and inter-modal transportation facilities to serve manufacturing and distribution clients.”

Master Plan

- Blueprint for development and expansion – focus on long-term development but be ready for short-term adjustments
- Identifying strengths and weaknesses
- Dynamic Document---always ready to update
Master Plan commissioned by South Tangipahoa Parish Port Commission

- Don Boihem, President
- Daryl Ferrara, Vice President
- Lucas Watkins, Treasurer
- Ernest Drake III, Secretary
- William Joubert
- Cheryl Brumfield
- James Daniels II
- Helen Muller, Administrative Assistant
- Patrick Dufresne, Executive Director
Master Plan Developed by

- Dr. James A. Richardson
  - Alumni Professor Economics and Public Administration
  - Louisiana State University

- Mr. Patrick Dufresne
  - Executive Director/CEO
  - Port Manchac/STPPC
MASTER PLAN is developed given Current Economic Environment, Existing Port Capabilities and Potential Economic Changes and Port Possibilities.

A blueprint for development
Current Economic Environment

- Port Manchac located along I-12/I-55 Corridor
  - Growth area of the State.
- Tangipahoa and surrounding parishes’ population has grown
  - Growth due to increase in business activity
  - Due to relocation from New Orleans
  - Permanent relocation
- Projected growth for I-12 Corridor for next 20 years
Population Density with Projection
Focus on I-12/I-55 Corridor

Projection is for this area of the state to continue to be the growth region.
All Business Activities in Livingston, St. Tammany, and Tangipahoa Parishes

<table>
<thead>
<tr>
<th>Economic Activity</th>
<th>Livingston Parish</th>
<th>Tangipahoa Parish</th>
<th>St. Tammany Parish</th>
<th>All Three Parishes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establishments</td>
<td>2,171</td>
<td>2,808</td>
<td>8,031</td>
<td>13,010</td>
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<tr>
<td>Employment</td>
<td>26,068</td>
<td>42,340</td>
<td>88,129</td>
<td>156,537</td>
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<tr>
<td>Annual Payroll (in millions)</td>
<td>$973.6</td>
<td>$1,484.3</td>
<td>$3,904.4</td>
<td>$6,362.3</td>
</tr>
</tbody>
</table>

**Source:** 2016 Louisiana Workforce Commission
## Manufacturing and Wholesale Trade
(Industries dominating inter-modal transportation)

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</tr>
</thead>
<tbody>
<tr>
<td>Establishments</td>
<td>194</td>
<td>252</td>
<td>912</td>
<td>1,358</td>
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<tr>
<td>Employment</td>
<td>2,909</td>
<td>4,207</td>
<td>7,259</td>
<td>14,375</td>
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<tr>
<td>Annual Payroll (in millions)</td>
<td>$161.5</td>
<td>$176.7</td>
<td>$517.0</td>
<td>$855.2</td>
</tr>
</tbody>
</table>

**Source:** 2016 Louisiana Workforce Commission
Economic Connection

- Activities at Port Manchac
  - Connected to Port of New Orleans
  - Related to economic activity in Tangipahoa, Livingston, and St. Tammany parishes
  - Related to national and international activities such as price of oil and natural gas
- Long-term development is a 10 to 20 year process
Backdrop: Port Manchac is in the middle of the fastest growing corridor in Louisiana & just completed $3 million upgrade.
Existing Capabilities

- 40 acre facility located on North Pass
- Two 30,000 square foot warehouses
  - Both steel warehouses are 206’ x 145’ with a 23’ 9” wall height
- Adjacent to Canadian National Railroad main line
  - Includes a 1,000’ spur, a 1,200’ spur, and an 1,800’ spur, totaling 4,000’ of storage track
- Barge dock 160’ x 40’ capable of handling 1000 lbs./square foot
- 70’ LA-DOTD certified truck scale
Revenues (not including grants) and Expenses (not including depreciation)
CONCLUSIONS - Existing Capabilities

- Facilities not adequate for growth
- Barge traffic—one in past 2 years
- Major focus on inter-modal transfer facilities
- Budget stagnant except for interest earnings
Current Strengths of Port

- **Location, Location, Location**
- **In Growth Region of State**
  - Active commission & director
  - Working relationship with Southeastern Louisiana University Business Center
  - Electricity for heavy industrial purposes
  - Pending developments
    - CEA with Port of NO
    - Pellets/resins
    - Barge opportunity
Growth in 5 Parish Area

For Every 100 persons living in LA, number living in Ascension, EBR, Livingston, St. Tammany, & Tangipahoa
Growth in Tangipahoa, Livingston, and St. Tammany

- For Every 100 Persons Living in 5 Parish Area, number living in Livingston, Tangipahoa, and St. Tammany
Port Weaknesses

- Lack of Dredging
- Lack of Barge Traffic
- Inadequate budget
- No capital outlay budget
- Lack of Natural gas Availability
- Need for CEA with Port of New Orleans
Strategic Plan For Port Manchac

- Improvements for Port Manchac
- Funding for capital projects
- Augment operating budget
- Develop long-term Engineering/Environmental/Legal Studies
- Connecting Port activities to economic development in Tangipahoa Parish and SE Louisiana
Projected Improvements

- Dredging $1,000,000
- Trans-loading polymer pellets/resins and containerized shipments
  - Upgrade in facilities
  - Lifting crane
  - $+1,000,000
- Cooperative Endeavor Agreement with Port of New Orleans
  - Cost will be associated with dredging and containerized shipments
  - Legal fees associated with CEA
- Natural Gas Pipeline
  - Estimated cost of $5 million to be paid by client
  - Important for Port to be able to promote
- Evaluation of Projects undertaken related to 2007 Master Plan
Funding for Capital Improvements

- **State Capital Outlay Request**
  - Can be slow since state has more requests than it can handle

- **Port Construction & Development Priority Program (PCDPP)**
  - Administered by DOTD

- **Federal Dollars**
  - INFRA Grants

- **Other Grants and Nonprofit Organizations involved with economic development**
Enhanced Budget: How to

- Increased business—Port Manchac to augment its operating revenues by attracting new business—this is a necessity

- Seek support from state & local EDA
  - Adding $1M of port activity will generate jobs & earnings for region

- Seek re-instatement of millage—community involvement is essential, but it will take a very convincing argument
Engineering/Environmental Assessment

- Master Plan outlines projects to be undertaken and timing
- Dredging, Cooperative Endeavor Agreement, Natural Gas Pipeline, Attention to Polymer Pellets/Resins, and Port Expansion
- Technical and Legal Plan: Required
Connect Port to Other Economic Development Activities in Parish

- Direct Employment at Port—as it grows due to expansion at the Port
- Direct Employment related to construction activity
- Importance for other businesses in regions—those using port either to export or to import—get economic development officials to approach businesses that need inter-modal transportation facilities
- Working relationship with Tangipahoa Economic Development Foundation, Southeastern Louisiana University, and other organizations
- Support of growth in region—facilitating transfer of goods
- Importance for region—ability to offload rail and truck cargo burden from Port of New Orleans
THE FUTURE: Capital improvements, new business, & aligning the port to growth in Tangipahoa Parish will change the look of your port.

Source: Louisiana Sea Grant
Comments and Suggestions

- Master Plan belongs to the South Tangipahoa Parish Port Commission and the people whom you represent
- Presentation is first stage—it is the starting point
- We need your comments and suggestions in Master Plan
- If you want time to prepare comments/suggestions, email comments/suggestions to Pat and/or to me at parich@lsu.edu