

MINUTES of the MLNDA Board Meeting March 8, 2021 via ZOOM @ 6:30

Attendees: J Robbins, M Meskill, J Hudson, R Raetszch, M Campbell-Jones, A Taylor, M Earl, S Burton, S Fitzgerald, T Bays, C Sellers, G Love

J Robbins called the meeting to order, requesting that the focus of the meeting be discussion of our on-going plans to engage GBRA to accept our proposed MOU. He first asked S Burton to give an update on Board Liability Insurance.

S Burton reported that our Board Liability policy had not been renewed, however application has now been submitted with ComalTex Insurance Agency. Once the quote is received Burton will share the info with the Board via email. An electronic vote will be conducted at that time so that we don't have to wait another month to act on it. Board consensus was to continue the policy.

A Taylor has been in communication with Seguin City Manager Steve Parker, who said that the new MOU looked good and he didn't have any recommended changes. Parker has a meeting scheduled with GBRA on Wednesday morning and he suggested that we send the MOU letter after that meeting. He also said that GBRA is aware that we want to conduct the engineering study with FNI.

J Robbins gave an oral summary of the 2 written reports he sent Directors earlier today:

1. TECHNICAL - Possibility that only the hinges need to be replaced (vs gate replacement), which would reduce the total cost to \$2-3 M and reduce the time needed for the work to be done (3 vs 6 months). It is likely that there is a negligible amount of corrosion in the remaining structural steel (*refer to attached Dunlap Spillgate Hinge Inspection Report*). The referenced report only notes that the hinge assemblies are no longer suitable for use, but there is no mention of any other components of the gates. We will request that FNI test materials at Dunlap to conclude if the remaining structural steel is suitable for continued service.
2. FINANCING – WCID is the preferred vehicle (not PID, which is riskier & more expensive). We can secure low interest funding with TWDB

There was discussion regarding the frustration of not yet having the OK by GBRA (with a signed MOU) so that we can conduct the necessary engineering study. We are being held back in executing our comprehensive plans. Should we not obtain the permission, there are other options: political pressure (including lobbying Senate Committee), legal, & PR. Board consensus was to remain cordial/cooperative and stay on our current course with Steve Parker as "go between" for a bit longer. The MOU is simple and straightforward. If GBRA refuses to sign it and engage with us, we can then pursue other avenues. Time is crucial: (a) WHEN will the hinges fail? (b) Interest rates are low now, but the future could bring increases.

There was discussion regarding hinge vs entire gate replacement. GBRA had said that repairs on Tie Rods, Lock-out Bars, and Structural Framing had already been completed and only work on the hinges remained when Dunlap failed and all work at Nolte Dam ceased (*refer to attached meeting minutes with GBRA, Item #10*). If FNI confirms all of this after the study is completed then we will have the technical information to back up the plan to only replace the hinges. If the results of the study show we do need gate replacement, then we will go with that. FACTS MATTER.

J Robbins recently gave an interview on our situation with a reporter from the Seguin Gazette (similar to those done in the past with the 3 larger lakes). The article should be published soon.