

AGENDA  
January 12, 2011 at 10:30 AM  
*(Revised 1/11/11 at 9:58 AM)*

- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call
- IV. Consider approval of minutes for December 8, 2010 regular meeting
- V. Executive Director's Report
  - A. NOAA Presentation**
  - B. Northern Expansion**
    - 1) Slip B East 1100 LF Bulkhead (Angelette-Picciola)
    - 2) Slip B 1100 LF Dredging & Flotation Canal (Angelette-Picciola)
    - 3) Slip B Adam "Ted" Gisclair Roadway, Phase I (Picciola & Associates)
    - 4) Slip B 1871 LF Bulkhead (Picciola & Associates)
  - C. Airport Projects**
    - 1) Perimeter Fencing
    - 2) Taxilane Connector
  - D. FEMA Projects – Flotation Canal Shoreline Protection**
  - E. Port Security and Grant Projects**
    - 1) 400' Communications Tower and Foundation
    - 2) Telecommunication Infrastructure Project
    - 3) Multi-Agency Security Response Center
    - 4) Phase II MDA – Camera networking improvements
  - F. Other Port Projects**
    - 1) Martin Terminal Slip #1 Repairs
    - 2) N.J. Theriot Road Culvert Replacement
    - 3) Boat lift Extensions
    - 4) Nerby Collins Marina Steel Bulkhead Repair
  - G. LA 1 Highway Improvements**
  - H. Coastal Issues**
  - I. Gulf of Mexico Oil Spill**
- VI. Committee Reports
  - A. Executive Committee
    - 1) Consider appointing a member to the LA 1 Coalition Board
    - 2) Consider approving the Cooperative Endeavor Agreement with SLEC
    - 3) Consider approving the extension for rental reduction
  - B. Permits & Waterways Committee
    - 1) Review permit applications from Chevron USA; LOOP Access/Corps; BP America Production
  - C. Construction & Development Committee
    - 1) Consider awarding the lowest responsive bidders for semi-annual Construction Materials
    - 2) Consider awarding the lowest responsive bidder for fuel service
    - 3) Consider approving the Clear Lien Certificate from Low Land Construction for the Slip B 1100 LF Bulkhead project
    - 4) Consider adopting the DOTD resolution in Compliance with Public Bid Laws for the Slip B 1871 LF Bulkhead project
    - 5) Consider adopting the DOTD resolution to advertise for the Slip C Bucket Dredge project
    - 6) Consider awarding the lowest responsive bidder for the Installation and Upgrade of a Wireless Video Surveillance System
    - 7) Consider awarding the lowest responsive bidders for the Equipment and Materials for the Wireless Video Surveillance System
    - 8) Consider awarding the lowest responsive bidder for the Martin Slip No. 1 Bulkhead Repairs
    - 9) Consider approving the EDA Owner's Certification regarding Eminent Domain for both Adam "Ted" Gisclair Roadway project and Martin Slip No. 1 Bulkhead Repair project
  - D. Finance Committee
    - 1) Consider payment of December invoices and recognize expenditures over \$10,000
    - 2) Consider approving out of state travel request
- VII. Any other business
- VIII. Public Comment
- IX. Adjournment

# OFFICIAL PROCEEDINGS OF THE GREATER LAFOURCHE PORT COMMISSION

January 12, 2011

The Board of Commissioners of the Greater Lafourche Port Commission met in regular session on Wednesday, January 12, 2011 at 10:30AM.

President Griffin called the meeting to order and Vizier called roll.

ATTENDED: Chuckie Cheramie, Perry Gisclair, Jimmy Lafont, Donald Vizier, Larry Griffin, John Melancon Jr., Jimmy Guidry, and Ervin Bruce

ABSENT: Wilbert Collins

Upon motion by Perry Gisclair and second by John Melancon Jr., the board unanimously approved the minutes for December 8, 2010 regular meeting.

## **Executive Director's Report**

NOAA Presentation – Tim Osborn addressed the board and reported that NOAA prepared an analysis of Port Fourchon and LA 1 to support future landscape needs for infrastructure investments. Mr. Stephen Gill then proceeded to give the slide presentation by phone intercom. Mr. Gill stated the purpose of this analysis is to illustrate the potential impacts of relative sea level rise on the frequency and duration of inundation of the land using tide gauge observations and land elevation; and to provide an illustration, not a prediction, of the potential effects using actual elevations and observed trends. The study area is from Golden Meadow, Leeville, Port Fourchon, and Grand Isle.

Grand Isle is the closest long-term NOAA tide station in the study area. Grand Isle observed monthly mean sea levels showing a strong seasonal pattern with nearly 0.30m yearly range, and the same monthly levels have significant variability over decadal time scales. The relative sea level trend at Grand Isle is one of the highest on the gulf coast at 9.24mm/year. Assumptions of baseline scenarios for this study are the relative rate of sea level rise; vertical land subsidence; and water level statistics. The frequency and duration of inundation analysis is determined by either 6 minute intervals or hourly intervals of water level data and the tabulated times and heights of the high tides over periods. The analysis provides statistical information of elevation, high tides that exceed threshold and calculates the duration of time that the threshold is exceeded. Threshold evaluations for this study are the elevations of the ground at a tidal bench mark at each station. Bench mark elevations and ground elevations will vary at each station.

Port Fourchon bench mark has been in operation since 2003 and is at 2.09 ft above Mean Higher High Water (“MHHW”). The analysis of how many times this mark will be inundated by water by using data from 2005 to 2009 at a rate of 9.24 mm/year it was inundated only once; project forward till 2050 inundated 3 times; and forward to 2100 it would be inundated 569 times within 5 year periods. The remaining Fourchon slides showed the elevation relative to ground levels during storms. Mr. Gill stated that the Leeville bench mark which has been there since 1986 and is at .10 ft above MHHW; being low the mark has been inundated more frequently for longer periods of time. The Golden Meadow bench mark has been there since 1987 and is at .15 ft MHHW; being low as well it may be inundated more during storm events. Conclusion the bench mark at Leeville and Golden Meadow are lower in elevation relative to the tides than at Port Fourchon; inundation statistics are for ground level elevations at the bench marks used; the extent of inundation depends on ground elevations relative to bench mark elevation; and land subsidence rates may be higher for Leeville and Golden Meadow than in Grand Isle which would result in inundation thresholds being reached sooner and more frequently. The study provides real data from tide stations that can illustrate potential impacts of subsidence rates. Mr. Osborn stated this study reveals that in terms of flooding that there is no way with this study that Golden Meadow would exist today if not for the levee system. There is also no way that the existing LA 1 from

Leeville to Fourchon could have continued to sustain the flooding across the roadway which was an important investment of the elevated roadway. This report will be presented to the LA 1 Coalition in support of the elevated highway infrastructure to Golden Meadow.

Mr. Tim Osborn then continued with his presentation. The slide presentation begins with a photo from Hurricane Ike with Entergy trucks traveling on the flooded highway. This shows the effects from storms making landfall 500 miles away and how the investment to the Port is important. The land elevation bench marks are being used to watch the history of land around it. The surveyors are now going to GPS for elevations. After Katrina, the South Lafourche Levee District used these benchmarks to survey the levee elevation which resulted in that 90% of levees were at minimum elevation, when in fact the bench mark subsided 18 inches. The study was re-evaluated which resulted in 60% of the levees being at minimum elevations.

The sea level trends in Grand Isle shows the same storm in different time periods resulting in elevations getting lower each period with the end result being all of Grand Isle being inundated with water by 2050.

The tide station located at Nerby Collins Marina operates at real time with accurate water levels. This structure is inadequate and usually is damaged by vessels in the marina. The new tide stations being constructed are 18 ft. above sea level with all panels hardened and real time storm surge data collected. NOAA's request is to work with the Port Commission and use the existing structure at Nerby Collins Marina to move new equipment on it. It is estimated at a \$50,000 investment to include a weather station; transform old wooden tower structure; increase panels to hurricane strengths to create a permanent long lived station. This is not just a Fourchon problem but a coast-wide problem. He stated that with the analysis presented today it is more data to support the elevated highway project from Golden Meadow to Leeville and future Port improvements. Chiasson stated that this information can help in the need to keep pursuing restoration funding for breakwaters, elevated roads, and other coastal improvements.

Northern Expansion - Engineer Larry Picciola reported that the Slip B East 1100 LF Bulkhead project is complete and the clear lien certificate is presented today for acceptance and final payment. He stated that the contractor for Slip B 1100 LF Dredging & Flotation Canal completed along Slip B within the first week and is currently 75% complete in the Flotation Canal area. The contractor is currently placing spoil in the required Caillouet triangle mitigation area. On the northeast side of Flotation canal the dredge came across an oyster reef which is causing problems. The contractor will move from that area to finish pumping material in the mitigation site then will return to the oyster reef to pump that material on the future lease development site.

Engineer Joe Picciola reported that the contractor Sealevel is on site working on installing culverts and the waterline for Slip B Adam "Ted" Gisclair Roadway, Phase I. This work should be complete by this week. The contractor will then work on the road base north of the GOL facility to work toward the proposed access to the bulkhead project.

Engineer Joe Picciola reported that American Bridge Company was the low bidder for Slip B 1871 LF Bulkhead. A pre-construction meeting is scheduled for today with the formal meeting in two weeks to invite DOTD. The contractor is currently finishing work on two other projects in New Orleans then they will be moving into the area.

Airport Projects – Airport Manager, Joe Wheeler reported that the whole runway area is enclosed with the Perimeter Fencing project. The contractor is working on gates and other small issues. The LPA engineers will be on site inspecting the project tomorrow. The contractor for the Taxilane Connector has completed the backfill and is now installing rock. They will start compacting pavement by next week.

FEMA Projects – Director Chiasson reported that the Flotation Canal Shoreline Protection is under advertisement with the bid opening scheduled for January 25<sup>th</sup>.

Port Security and Grant Projects – Engineer Shawn Keller reported that the 400' Communications Tower is now fully stacked. The grounding is complete and the duct bank is waiting to be backfilled. We will be inspecting the work before the full concrete is poured. Ms. Keller stated that a Partial Notice to Proceed was issued to the contractor for the Telecommunication Infrastructure Project. We are currently reviewing all the submittals. April Danos reported that the scheduled kick off meeting for the Multi-

Agency Security Response Center is Friday, January 14<sup>th</sup>. Regarding Phase II MDA–Camera networking improvements, the upgrade and installation of wireless surveillance system and equipment will add 18 additional cameras totaling 34 cameras in the Port. The bids are later on the agenda for approval.

Other Port Projects – Engineer Larry Picciola reported that the bid opening was yesterday for the Martin Terminal Slip #1 Repairs project. He stated that out of 19 plan holders only 8 turned in a bid. The apparent low bidder is Low Land Construction, which he recommends approval of the bid in the amount of \$3,692,749.00.

Engineer Larry Picciola reported that he has a call in to Byron Talbot to complete the N.J. Theriot Road Culvert Replacement. No answer as of yet. We will try to get Barriere Construction (subcontractor of Byron Talbot) to complete the mill work when they start the Grand Isle project. There is no problem in waiting it gives the road time to settle. Engineer John Plaisance reported that he has scheduled a pre-construction meeting next week with the contractor Picciola Construction for the Boat Lift Extensions. The work should start within a week or two after the meeting. Engineer Plaisance reported that the bid opening for the Nerby Collins Marina Steel Bulkhead Repair project is scheduled for January 27<sup>th</sup> with a pre-bid meeting on January 18<sup>th</sup>.

LA 1 Highway Improvements – Henri Boulet reported that Phase 1A of the LA 1 Project was 77% complete as of 12/31/2010, with 79% of the time elapsed. James Construction Group's latest construction update predicts a completion date of September 25<sup>th</sup>, but we need to keep in mind that there could indeed be 2011 hurricane activity that could impact the completion date.

Concerning Phase 1D's Open Road Tolling System, the Louisiana Transportation Authority is meeting tomorrow in Baton Rouge to receive a toll revenue briefing, an update on ETC litigation, and an update on outsourcing of LA 1 toll operations. He anticipates the Transportation Authority moving forward in an expedited manner to make sure we are put on a corrective track to collecting what we need to service the bond debt on schedule.

Moving on to Phase II, all but the three southern-most R/O/W properties have been purchased. Negotiations with the three property owners remain on hold pending R/O/W map revisions. Concerning the geotechnical field work occurring within the Phase II R/O/W, five borings and 20 cone penetrometer tests were done in December. That work remains scheduled to be completed in June.

Work on modifying the R/O/W maps at the southern end of Phase II in order to accommodate a relocated Bollinger Canal continues. A landowner coordination meeting was held with ConocoPhillips on January 5<sup>th</sup> to discuss revisions to this relocated canal and its impacts to the land.

Concerning construction of Phase II, due to forecasted budget constraints at the state level as well as new federal government budget balancing initiatives, he feels it is becoming increasingly difficult to amass \$300 million all at once to bid out the complete project. The LA 1 Coalition's Executive Board at their December meeting approved the Coalition approaching DOTD to look into segmenting Phase II, so that we could build portions of the \$300 million project as funding becomes available. DOTD is organizing a "working group" from their Bridge Design Division and their Project Delivery Committee to look at both the benefits and any disadvantages of building it out this way.

On our construction funding efforts, Congressman Jeff Landry has a seat on the highly coveted Transportation and Infrastructure Committee as well as the Natural Resources Committee. He will play a critical role in helping us get Phase II built out. On the state level, the Coalition will be scheduling meetings with administration officials to stress the importance of the project's recent \$100 million request to the Capital Outlay Program, submitted by DOTD.

Finally, updates on other significant bridge projects in the area as of December 31, 2010: the Bayou Lafourche Lift-Span Bridge in Larose was 40% complete; the Caminada Bay Bridge was 35% complete; and the Houma's new Prospect Street Lift-Span Bridge was 17% complete.

Coastal Issues – Mr. Al Danos with the South Lafourche Beachfront Development District ("SLBDD") stated that they are working on a claim through the Parish to BP to get funds to finance the SLBDD strategic plan. They continue to have a goal to open the beach this summer; of course it depends on the conditions on the beach and the determination of how safe the beach is. He invited the board for the SLBDD meeting tonight at 6PM.

Representative Gisclair reminded everyone of the upcoming session on April 25<sup>th</sup> to June 23<sup>rd</sup>; with the special session on March 20<sup>th</sup> to April 13<sup>th</sup>. He is available for any issues/bills that need to be addressed.

Gulf of Mexico Oil Spill – Chiasson reported that he continues to try to get a BP representative to come to the meeting to present updated information to us. There are 513 people working around the beach area. There is one decon site still open which is expected to be shut down this week. We met with a representative from the SCAT team to discuss the impacts on the bags and beach project. There was a report done regarding the boudin bags which stated some areas need to be cleaned; others didn't. He stated to them that unless they can get letters from DEQ and EPA stating that we can go do our beach project and cover this area up, we will not allow them to not clean up the entire beach area. They stated they will get those letters. If we receive these letters good, if not we will keep pushing for them to clean up the beach area which could hopefully be done by April or May before hurricane season.

Gisclair stated that they are making an effort for landowners seeing if any oil is seeping in at lower levels, a lot of work done for the landowners. He would be interested to see if they pull up one of the boudin bags to see what is under there. Chiasson stated that they did some augering behind the bag area and found no buried oil. He also agreed that they should lift a few sections to check under and believes that would be necessary. He will address that issue with them.

The Port continues to submit and receive reimbursements from BP. We have not received the loss revenue funds. The request is now in Houston being reviewed which is for \$1.5 million from July to October.

The National Oil Spill Commission released their final report which is about 400 pages. There is a summarized 3 page version in your packet. He stated the bottom line is that more regulations are needed which is already in place so this is not really new information but he will be looking into that over the next few weeks.

Gulf Economic Survival Team ("GEST") is meeting with BOEMRE Director Michael Bromwich today along with several industry leaders to discuss the permitting process. GEST will update the Commission with any information that comes from this meeting.

Also Mayor David Camardelle of Grand Isle has put a group together at the request of President Obama to talk with local businesses across the coast that are suffering such as boat companies; restaurants; and stores. The group has met and is putting together information to meet with Ken Salazar and Michael Bromwich in Washington on February 10<sup>th</sup> to see if we can make a difference.

## **Committee Reports**

Executive Committee - The committee met on January 10, 2011 at the Administration Building in Galliano. Present was Jimmy Lafont, Wilbert Collins, and Perry Gisclair with Larry Griffin absent.

President Griffin presented for the board's consideration appointing a member to the LA 1 Coalition Board. Chiasson stated that the late Mr. Johnny Melancon was representing the Port Commission on the board of directors therefore it is necessary to appoint a new member. Chiasson recommended Mr. Larry Griffin. Upon motion by Jimmy Lafont and second by John Melancon, Jr. the board unanimously appointed Larry Griffin to the LA 1 Coalition Board of Directors.

Upon motion by Ervin Bruce and second by Jimmy Guidry, the board unanimously approved the Cooperative Endeavor Agreement with South Louisiana Economic Council ("SLEC"). Chiasson stated that this agreement is done yearly. SLEC assists the Port with improvements and our restoration needs and contributes to the work with the LA 1 Coalition, Restore or Retreat, and for this year also Gulf Economic Survival Team (GEST).

President Griffin presented for the board's consideration approving the extension for rental reduction. Chiasson stated that after the oil spill the board approved a 30% basic rental reduction for six months or until the moratorium ended and no rental escalations for a year. The concern was losing tenants and since then we have not lost any tenants. It worked out well and has done what it was there to do. We continue to receive information from tenants stating we need to extend the rental reduction and the suggestion is for another 6 months. The industry is not nearly where it was and has not come back with all the permitting issues. The recommendation is to extend the 30% basic rental reduction for an

additional 6 months to assist our tenants and maintain a good standing tenant base. Upon motion by Jimmy Lafont and second by Ervin Bruce, the floor was open for discussion. Vizier questioned if the Port has sent in a claim for loss revenues from BP, which Chiasson replied yes it is still under review. Mr. Autin stated that there are three landowner leases that require us to pay a set amount regardless of what is collected. These leases all pertain to a portion of the Halliburton lease site which we did not give a 30% discount and they continue to pay what the Port is required to pay the landowner. The board then voted which resulted in all yeas.

Upon motion by Perry Gisclair and second by Chuckie Cheramie, the board unanimously approved adding to the agenda to discuss the Mad Trucking request. Chiasson stated that yesterday we received a request to rescind Mad Trucking's termination letter dated in December and she also requested to sublease the property to PSC. She also came in yesterday and paid past due rentals. Upon motion by Chuckie Cheramie and second by Perry Gisclair, to approve Mad Trucking's requests, the flow was open to discussion. Vizier questioned if a Notice of Default letter was sent to her, which Chiasson replied yes. Vizier questioned if Mad Trucking will maintain a presence on the property, which Chiasson replied she has the trailer and one truck still operating on the site. Mr. Autin has been speaking with PSC and we are awaiting the sublease agreement to review. Vizier questioned whose PSC, which Chiasson replied Phillips Services Company. Mr. Autin stated that this was brought to the board back in April but it fell through at the time. The board then voted which resulted in all yeas.

Permits & Waterways Committee - The committee met on January 10, 2011 at the Administration Building in Galliano. Present was Chairman Chuckie Cheramie, Jimmy Lafont, and Perry Gisclair with Larry Griffin absent.

Chairman Cheramie presented for the board's review the permit applications from Chevron USA; LOOP Access/Corps; BP America Production; Apache Corp.; and BRC Holdings.

Construction & Development Committee - The committee met on January 10, 2011 at the Administration Building in Galliano. Present was Chairman Ervin Bruce, Donald Vizier, and John Melancon Jr. with Larry Griffin absent.

Upon motion by Ervin Bruce and second by Jimmy Guidry, the board unanimously awarded the lowest responsive bidders for semi-annual Construction Materials to Grand Isle Shipyard and Arabie Trucking Services. Mr. Autin stated that there was one tie for Mansize Rip Rap (Intracoastal North) in the amount of \$49.50 and it is recommended award to Arabie Trucking.

Upon motion by Ervin Bruce and second by John Melancon, Jr., the board unanimously awarded the lowest responsive bidder for annual fuel service to Retif Oil and Fuel Services.

Upon motion by Ervin Bruce and second by Perry Gisclair, the board unanimously approved the Clear Lien Certificate from Low Land Construction for the Slip B 1100 LF Bulkhead project.

Upon motion by Ervin Bruce and second by Jimmy Lafont, the board unanimously adopted the DOTD resolution in Compliance with Public Bid Laws for Slip B 1871 LF Bulkhead project.

Upon motion by Ervin Bruce and second by Perry Gisclair, the board unanimously adopted the DOTD resolution to advertise for the Slip C Bucket Dredge project.

Upon motion by Ervin Bruce and second by Chuckie Cheramie, the board unanimously awarded the RFP for the Installation and Upgrade of a Wireless Video Surveillance System to Prime Controls in the amount of \$197,997.00.

Upon motion by Ervin Bruce and second by Donald Vizier, the board unanimously awarded the lowest responsive bidders for the Equipment and Materials for the Wireless Video Surveillance System to Alioth and CCTV Imports.

Upon motion by Ervin Bruce and second by Perry Gisclair, the board unanimously awarded the lowest responsive bidder for the Martin Slip No. 1 Bulkhead Repairs to Low Land Construction Company with total bid in the amount of \$3,692,749.00 (Base Bid of \$3,677,134.00 and Alt No. 1 of \$15,615.00).

Upon motion by Ervin Bruce and second by Perry Gisclair, the board unanimously approved the EDA Owner's Certification regarding Eminent Domain for both Adam "Ted" Gisclair Roadway project and Martin Slip No. 1 Bulkhead Repair project. Chiasson explained that this states the Port will not expropriate any property to construct these two projects.

Finance Committee - The committee met on January 10, 2011 at the Administration Building in Galliano. Present was Chairman Jimmy Guidry, Wilbert Collins, and John Melancon Jr. with Larry Griffin absent.

Upon motion by Jimmy Guidry and second by John Melancon Jr., the board unanimously approved the payment of December invoices and recognized expenditures over \$10,000.

Upon motion by Jimmy Guidry and second by John Melancon Jr., the board unanimously approved the out of state travel requests from Jon Callais to attend the Seaport Security Antiterrorism Training Program in South Carolina on July 10, 2011 and Joe Wheeler to attend the FAA Spring Conference in New Mexico on March 7, 2011.

Upon motion by Jimmy Lafont and second by John Melancon Jr., the board adjourned the regular meeting.

ATTEST:

  
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Larry Griffin, President

  
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Jimmy Lafont, Vice President