

**AGENDA**  
**April 11, 2012 at 10:30 AM**  
(Revised April 10, 2012 at 9:00 AM)

- I. Call to Order
- II. Pledge of Allegiance
- III. Roll Call
- IV. Consider approval of minutes for March 14, 2012 regular meeting
- V. Executive Director's Report
  - A. Northern Expansion**
    - 1. Slip B 1871 LF Dredge & Slip C Dredge (Picciola & Associates)
  - B. Airport Projects**
    - 1. Parallel Taxiway "A" South Paving (LPA Group)
    - 2. PAPI System
    - 3. Hangar & Foundation (Picciola & Associates)
  - C. FEMA Projects**
    - 1. Bathhouse (Picciola & Associates)
    - 2. Beach Repair Project
  - D. Port Security and Grant Projects**
    - 1. Camera Networking Improvements (2008)
    - 2. Multi-Agency Emergency Response/Operations Building (2009)
    - 3. Waterside Radar Video Surveillance (2009)
  - E. Other Port Projects**
    - 1. Martin Slip #1 Bulkhead Repairs (Angelette-Picciola)
    - 2. Airport Maintenance Shop (Picciola & Associates)
    - 3. Assumption of Maintenance Study (URS)
  - F. LA 1 Highway Improvements Report**
- VI. Committee Reports
  - A. Executive Committee
    - 1. Consider approving the request from VIH Helicopters to amend their lease for construction of taxiway connection
    - 2. Consider approving the request for prepayments of VIH Helicopter Series 2008 Bonds
    - 3. Consider approving the Cooperative Endeavor Agreement with Town of Golden Meadow regarding transfer of utility trailer
    - 4. Consider approving the request from Swire Oilfield Services to extend the Right of First Refusal for an additional year on site GLF192
    - 5. Consider approving the request from Guidry Brothers for a Right of First Refusal for property along Slip C
  - B. Permits & Waterways Committee
    - 1. Review permit applications by Apache Corporation and Badger Energy, LLC
  - C. Construction & Development Committee
    - 1. Consider approving Change Order No. 1 from LA Contracting for the Taxiway "A" South Paving Project
    - 2. Consider approving Substantial Completion Certificate from Crescent Guardian for Video Analytics
  - D. Finance Committee
    - 1. Consider approving payment of March invoices and recognize expenditures over \$10,000
    - 2. Consider approving the final unaudited Financial Statements for 2011
    - 3. Consider approving the Louisiana Compliance Questionnaire
- VII. Any other business
- VIII. Public Comment
- IX. Adjournment

**OFFICIAL PROCEEDINGS OF THE GREATER LAFOURCHE PORT COMMISSION**  
**April 11, 2012**

The Board of Commissioners of the Greater Lafourche Port Commission met in regular session on Wednesday, April 11, 2012 at 10:30 AM.

President Griffin called the meeting to order and Secretary Collins called roll.

**ATTENDED:** Chuckie Cheramie, Perry Gisclair, Jimmy Lafont, Wilbert Collins, Larry Griffin, John Melancon Jr., Jimmy Guidry, and Ervin Bruce

**ABSENT:** Donald Vizier

Upon motion by Jimmy Lafont and second by Wilbert Collins, the board unanimously approved the minutes for March 14, 2012 regular meeting.

**Executive Director's Report**

Northern Expansion – Engineer Joe Picciola reported that the contractor Pine Bluff completed dredging in Slip C and is now moving to dredge in Flotation Canal at the intersection of Bayou Lafourche. They expect to be complete in a couple weeks. Davie Breaux stated that they are also dredging strictly in day light hours, which Picciola replied that since it is a heavy traffic area they are working with the Harbor Police. Cheramie questioned if this smaller dredge is working better than the larger ones, which Picciola replied that they were able to keep the material up better in the spoil area. Gisclair questioned the elevations of the spoil area, which Picciola replied that it is a +8 ft. in the middle and +5 on the sides. The material will subside about a foot in the first year but these are normal conditions for tenants to build on. The material is mostly good sand material to build on. Executive Director Chiasson stated that the +8 ft. in the middle could actually be graded toward both edges of the property to provide what is needed to build on.

Airport Projects – Joe Wheeler reported that the contractor for the Parallel Taxiway South Paving project is finishing up on the first layer of aggregate and once complete they will do a second lift this afternoon. There is a change order on the agenda for approval which deducts -\$56,216.00. The flight check for the PAPI System to be commissioned has been delayed. The contractor Picciola Construction for the Hangar & Foundation project is planning to pour concrete on Friday or Monday. The airport operations for March are 1294. He stated that DOTD will be here tomorrow to do the master plan inspection. The master record for March 2011 to April 2012 will increase to 14,010 operations, with the previous record being set at 12,500.

FEMA Projects – Chett Chiasson reported that we will be transferring the engineer from Picciola & Associates to J. Wayne Plaisance for the Bathhouse project. He stated that once this is finalized a preconstruction meeting will be held to move forward with the project. Griffin questioned the contract time, which Chiasson replied 2 to 3 months. He reported that the soil boring work in the Beach Repair Project area is complete. We are waiting the final report from the contractor which should be received in the next few weeks.

Port Security and Grant Projects – April Danos reported that there is a substantial completion certificate for approval today for the video analytics portion of the Camera Networking Improvements. The architects are working on the design of the Multi-Agency Operations Building and should have something to present to the board in May. The RFP for the Waterside Radar Video Surveillance was published on April 2<sup>nd</sup>. There is a mandatory meeting scheduled on April 17<sup>th</sup> in Fourchon.

Other Port Projects – Engineer Larry Picciola reported that the contractor should finish this week for the Martin Slip #1 Bulkhead Repairs. He plans to do the final inspection next week and have the final balancing change order and substantial completion certificate ready for the May meeting. Engineer Joe

Picciola reported that the contractor Capstone Builders poured the slab two weeks ago for the Airport Maintenance Shop. We are now waiting on the delivery of the metal building to erect and do the build out plan. Collins stated that he inspected the area yesterday and it does not look like a big area. Picciola replied that the slab always looks smaller than the building actually will be. The building will be 40' x 80'. Guidry questioned the contract time, which Picciola replied that we are looking at another 4 to 6 weeks to be complete. Mr. Joe Berlin with URS reported that the Assumption of Maintenance Study is moving along. The economics evaluation is well underway to justify the 24 ft. depth in this section of Bayou Lafourche. He stated that Picciola & Associates is evaluating the spoil disposal areas for capacity and dredging quantities to determine the cost of maintenance. URS is moving along with the economic benefits which will be based on the offshore supply vessel fleet. In 1984 the feasibility study was based on semi-submersible offshore structures moving in and out. He stated at this time offshore supply vessels are much larger and more frequent users of Bayou Lafourche. The communications plan is complete which requires federal and state approval so we will be meeting with the Corps New Orleans District and other state agencies. Chiasson stated that we are planning meetings with the Corps District office to discuss the Assumption of Maintenance Study. He stated that the Corp of Engineers Colonel was here yesterday for a presentation and tour of the Port. Chiasson stated that after the meeting at the district office, we will then plan a meeting at headquarters in Washington, DC to make sure everyone is on the same page for when the final report is produced for the Corps to accept it. Melancon stated that he attended the presentation with the Colonel and felt that we made good progress by expressing our concerns with the amount of oil coming in of 17% of America's energy supply. He stated that we also expressed the use of potable water and discussed the size of the slips in the area. He felt we did well and hopefully they will assume the maintenance in that area.

LA 1 Highway Improvements Report – Rhett Desselle with DOTD addressed the board to discuss the changes going on LA 1 toll collection and payment. Desselle stated that as you know in March 2006 the state highway officials, elected leaders, and members of the LA 1 Coalition celebrated the start of construction on a new Leeville overpass, made possible by revenue from bond proceeds and a federal highway loan. Some of the challenges we had were with toll collections and customer service issues. Also there were issues with the electronic toll system integrator which ended up in a lawsuit but was resolved in July 2011 with some type of agreement that they were back to work in August. We also were having problems with collecting 100% of all the tolls going thru the gantry. Currently, tolls are collected through GeauxPass transponder accounts, GeauxPass Website, and Kiosks located in 7 local businesses and 2 inside the Golden Meadow Customer Service Center. Some of the changes going forward are the GeauxPass transponder accounts will remain but only with stickers, no hard cases. GeauxPass Website will no longer offer single trip passes, no pre-pay or post-pay methods. Kiosks will be removed. New in-lane toll payment machines are currently under construction.

The work going on will utilize 2 lanes with one for GeauxPass users and the other lane with the automated toll payment machines. GeauxPass customers will be able to use either lane. These machines have been deployed in other areas around the country since 2009 and have been working well. It saves on the cost of having a person in a toll booth and more convenient to drive up and pay the toll. In-lane Toll Payment Machine is similar to a Bank ATM or grocery store self check out machine and will maximize the collection of tolls in the most customer-friendly, efficient and effective manner for this type of toll facility. There is a touch screen monitor and steps are color coded. The color and steps coincide with the bottom portion and walks you through the process of paying. It is fast and convenient taking approximately 25 seconds for a credit card transaction.

The Toll Payment Machine will accept all forms of payment: coins, paper currency, credit cards, and debit cards. The machine has two different heights to accommodate travelers in any kind of vehicle, from a subcompact car to a semi-truck. Payment steps are as follows: 1) Select vehicle type, 2) Make payment, 3) Take change if any, 4) Press for receipt. No matter how the customer pays a receipt is printed on demand. There is also a Help button and an intercom and camera that are linked to the customer service center for assistance. If the machine receives indications of insufficient credit/debit card funds, the

machine will display an insufficient funds notice to the patron on the display screen. If the customer does not pay the proper toll associated with their vehicle classification, they can be pursued as a violator. The violations process has not changed much you can contact GeauxPass by phone or email.

The public outreach goals are to increase awareness of these changes, promote use of the Toll Payment Machine and GeauxPass, and maintain communication with stakeholders. DOTD has surveyed all the signage there is which most will be replaced and there will be additional signage added prior to the tolling point informing and preparing drivers that a toll is required to cross the LA 1 Bridge. In addition to the public outreach, there will be open house/community meetings scheduled in local areas which will provide a venue for local residents, business owners, elected officials and other interested parties to ask questions and receive information. They are also updating all the printed materials such as a FAQ Brochure providing basic information on what GeauxPass is, how it works and how someone can get one as well as new in-lane toll payment options, toll rates, Toll Payment Machine, and GeauxPass Fact Sheets. The printed materials will be available at the point of purchase display located at the former kiosk businesses, and at the LA 1 Customer Service center. DOTD is in the process of securing a long-term lease for a billboard along LA 308 and LA 1 to promote the Toll Payment Machine and the GeauxPass online tags. There are also plans to advertise in the local media to promote the new in-lane toll payment machine. Chiasson recommended advertising also in the New Orleans and Baton Rouge area, which Desselle stated that the list is preliminary and can be expanded. Desselle stated that they doing a direct mail out to potential groups and companies, an online promotion using [geauxpass.com](http://geauxpass.com) and Facebook, and they will also be utilizing local events to promote the Toll Payment Machine such as the upcoming rodeos.

Gisclair questioned what tells the customer that they entered the wrong information for the vehicle, which Desselle replied that there will be a signal head with red, green, and yellow lights with the red light signaling them when information is wrong and there will also be a monitor on the machine. He stated that it will be similar to the Crescent City Connection. Gisclair stated that before he gets to those booths it displays what the payment will be for his vehicle. He questioned if there could be a tire/axle counter before getting to these new machines to display what the fee will be, which Desselle replied that the way this system will be set up the customer has to punch in the information and the equipment will validate the selection, but we can look at some type of screen set up in the future. Gisclair stated that when we were first told about the booth it was supposed to be manned, which Desselle stated the ultimate goal is to have an automated toll machine there however it was going to take over 18 months to receive so during that time they were going to have a manned toll booth however that changed in January when DOTD found these machines that could be delivered in a shorter period of time. Gisclair felt more comfortable with a manned booth for the out of state violators, which Desselle responded that the violators will still be pursued by photos of the license plates and sending fines. We recently signed an agreement with Texas and working on one with Mississippi to pursue these out of state violators. We are also in contact with a collection agency to have a third party pursuing violators. Gisclair stated that with the traffic count and collections if these out of state violators are pursued the revenue percentage would go up.

Gisclair questioned if there will be people on the ground during the trial period when this toll payment machine is completed, which Desselle replied yes. There will also be the monitor linked to the customer service center for assistance. Desselle stated that there were some concerns in having a manned toll booth such as location and security, taking breaks, crew changes, and not being close to any law enforcement.

Griffin stated that a few months ago he mentioned to Mr. Boulet his concerns of the intersection of the new bridge and old LA 1 in Fourchon from an incident he witnessed and requested Boulet to check on reducing speed or putting a red light or something. He stated that DOTD came back that the speed limit was adequate for that area however since then there was an accident in which 2 young people lost their lives. He stated that it is still a bad situation when you have a road that has been the same for the last 80 years and now old LA 1 does not have the right of way. The people are not familiar with these changes. We need to reduce the speed limit in that area to 30 mph at the intersection and/or a red light.

Desselle stated that DOTD is aware of the situation. They did install larger stop signs on both sides of the road which is usually a low cost solution that helps and we also had stop ahead signs. Since the recent accident, we reviewed the signage and do have several measures to put in place such as rumble strips on east and west side approaches, install flashing lights on the stop ahead signs, and install flashing strobe lights on stop signs. We also reviewed the speed limit study to possibly reduce the speed on the bridge and LA 3090 section. The rumble strips, lights and reduction in speed limit should be put into place by the end of the month. We have been working to enhance the traffic control thru the intersection. Griffin stated that the Sheriff's office has 2 traffic speed radar trailers coming from Grand Isle so that does help, which Chiasson replied that one of those is for the Port. Griffin stated that it is good to know that something is being done. Chiasson mentioned that aside from the study DOTD is doing and the actions being taken, Representative Gisclair introduced a bill that request DOTD to reduce the speed limit to 30 mph at the intersection for half a mile in all directions.

Cheremie stated that from the beginning this bridge was not designed right and done too quickly. Everyone is concentrating more on this toll than the safety factor because we loss two lives already. The other day he was shocked to see 21 people working on the toll system on the bridge. He feels that DOTD needs to stop worrying about the area from Leeville to Golden Meadow and figuring out this toll system and worry more about the safety factor. He also recommended DOTD installing an on and off ramp for people going to Grand Isle. He stated that originally it was supposed to be a 4-lane bridge going to Grand Isle but it has gotten away from that and now we have two kids killed because everyone is worried about everything else other than the safety factor. It is time for DOTD, LA 1 Coalition, and the Port to start looking more at the safety value and quit worrying about the toll and how it is being collected. Two kids' lives are not worth what this toll machine is about. He really wishes that DOTD would look at the on and off ramps to save lives.

Cheremie questioned why it takes so long to receive a fine because he received a ticket in November that happened during the Easter holidays. Desselle replied that it was because the system was not complete when the system integrator walked off the job in 2010 followed by a lawsuit which delayed the process. In June 2011 there was a settlement agreement with the original integrator who returned to work in August 2011 working to repair and complete the system. The delays are a result of all photos being manually reviewed comparing to the computer data of the license plates. Also the machine was supposed to be capable of doing automatic mail outs which it is not doing. Cheremie stated that they should be given a deadline because people do not keep their receipts of \$2.50 for 6 months or longer and now they have to pay \$27.50 for the fine because they didn't keep the receipt. This will discourage tourist from coming here. Desselle stated that DOTD understand these issues and we are working to resolved them. He stated the pre-payment and post-payment transactions were very challenging and not reliable to process with the only linking factor being the license plate which is why we are moving away from that type of payment.

Collins stated that it should be a 4-way stop at the intersection in Fourchon unless it is planned to put a red light, which Chiasson replied that with the volume of traffic going to Fourchon from the bridge we don't recommend a 4-way stop. He stated that a red light would not have stopped the accident but more signage prior to the light should help in preventing the accident that happened. He believes what DOTD is doing is the right thing right now. Desselle stated that a 4-way stop is a solution that was looked at but since the majority (72%) of the traffic is moving to the Port it is not feasible. During the design of an intersection focusing on traffic control you want to give the primary movements the most opportunity to flow thru. Once the rumble strips, lights, and reduction in speed limit are installed we will be able to review how effective that is of improving the safety of this intersection. We can only do so much in traffic engineering the driver has some responsibility so we try to get the message to the drivers on what we want them to do. We are working toward improving the message to get them to stop and yield to the thru traffic then make a maneuver. A traffic signal would not have avoided that accident. He stated past history shows that traffic signals create as many accidents as stop control. Chiasson stated the key is to reduce the speed limit in that area. He then thanked Mr. Desselle for his presentation to the board.

## Committee Reports

Executive Committee - The Committee met on March 27, 2012 at Operations Building in Fourchon. Present was Chairman Larry Griffin, Jimmy Lafont, Wilbert Collins, and Perry Gisclair. They also met on April 9, 2012 at the Administration Building in Galliano with all members present.

Upon motion by John Melancon and second by Wilbert Collins, the board unanimously approved the request from VIH Helicopters to amend their lease for the construction of a taxiway connector with improvement rental payout over a 10 year term.

Upon motion by Jimmy Guidry and second by Ervin Bruce, the board unanimously approved the request for prepayments of VIH Helicopter Series 2008 Bonds.

Upon motion by Wilbert Collins and second by Chuckie Cheramie, the board unanimously approved the Cooperative Endeavor Agreement with the Town of Golden Meadow regarding the transfer of a utility trailer as directed by the Attorney General's Opinion.

Upon motion by John Melancon and second by Wilbert Collins, the board unanimously approved the request from Swire Oilfield Services to extend the Right of First Refusal for an additional year on site GLF192.

Upon motion by John Melancon and second by Wilbert Collins, the board unanimously approved the request from Guidry Brothers for a Right of First Refusal for 2,000 LF of property along Slip C for future expansion. Collins questioned how long this agreement is for, which Chiasson replied for 1 year they will pay the expected one month's rent. Melancon questioned how much property will be remaining on Slip C side, which Chiasson replied 3,000 LF.

Permits & Waterways Committee - The committee met on March 27, 2012 at the Operations Building in Fourchon. Present was Jimmy Lafont, Larry Griffin, Perry Gisclair, with Chuckie Cheramie absent. They also met on April 9, 2012 at the Administration Building in Galliano with all members present.

Chairman Cheramie presented for the board's review the permit notices by Apache Corporation and Badger Energy, LLC. Cheramie requested sending a letter to Badger Energy regarding the concern of prop washing. Chiasson stated that he spoke to Coastal Zone Management regarding this permit and they stated that DNR regulations stipulate concern when prop washing is greater than 25,000 yards of material. Cheramie requested that we still send a letter of concern regarding the prop washing.

Construction & Development Committee - The committee met on March 27, 2012 at the Operations Building in Fourchon. Present was John Melancon, Ervin Bruce, Larry Griffin, with Donald Vizier absent. They also met on April 9, 2012 at the Administration Building in Galliano with Vizier absent.

Upon motion by John Melancon and second by Wilbert Collins, the board unanimously approved Change Order No. 1 deduct of -\$56,216.00 from LA Contracting for the Taxiway "A" South Paving Project.

Upon motion by Perry Gisclair and second by Wilbert Collins, the board unanimously approved the Substantial Completion Certificate dated March 30, 2012 from Crescent Guardian for Video Analytics.

Finance Committee - The committee met on March 27, 2012 at the Operations Building in Fourchon. Present was Chairman Jimmy Guidry, John Melancon, Wilbert Collins, and Larry Griffin. They also met on April 9, 2012 at the Administration Building in Galliano with all members present.

Upon motion by Jimmy Guidry and second by Wilbert Collins, the board unanimously approved payment of March invoices and recognized expenditures over \$10,000.

Upon motion by Jimmy Guidry and second by Wilbert Collins, the board unanimously approved the final unaudited Financial Statements for 2011. James Rome stated that the auditors will be here next week beginning Monday, April 16<sup>th</sup> and the report will be presented at the May meeting.

Upon motion by Jimmy Guidry and second by John Melancon, the board unanimously approved the Louisiana Compliance Questionnaire.

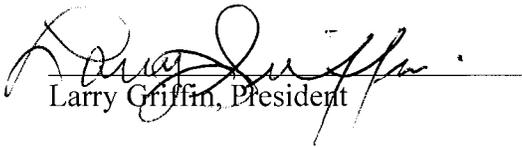
President Griffin opened the floor for any other business. Cheramie questioned if Chiasson could get an update on the Leeville Boat Launch for the next meeting, which Joe Picciola replied that the Parish

submitted the right of way request to DOTD for the transfer of property a month ago. Randolph is also working with Senator Chabert to draft legislation to get this property transferred. Wildlife and Fisheries did receive the application but we are still waiting final approval. Chiasson stated that there is a preliminary design of the project. Cheramie responded that the land transfer is holding up everything. Picciola replied that there is some progress and Wildlife & Fisheries stated that if the application is approved they plan to start construction this summer.

Griffin questioned the status of the Storm Harbor Marina, which Chiasson replied that the Corps has delayed the permit approval. First they lost the application and now they are doing an internal review of the permit because it is close to the levee. The permit approval is expected in July.

Upon motion by Jimmy Lafont and second by Chuckie Cheramie, the board adjourned the regular meeting.

ATTEST:

  
Larry Griffin, President

  
Wilbert Collins, Secretary