

**MINUTES OF THE
SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY–EAST
BOARD MEETING
THURSDAY, OCTOBER 15, 2020**

The regular monthly Board Meeting of the Southeast Louisiana Flood Protection Authority-East (Authority or FPA) was held on October 15, 2020, in the St. Bernard Parish Council Chambers, St. Bernard Parish Government Complex, 8201 West Judge Perez Drive, Chalmette, Louisiana, after due legal notice of the meeting was sent to each Board member and the news media and posted.

Mr. Miller called the meeting to order at 11:00 a.m. and led in the pledge of allegiance. Mr. Cosse called the roll and a quorum was present:

PRESENT:

Herbert I. Miller, President
Mark L. Morgan, Vice President
Clay A. Cosse, Secretary
Lambert J. Hassinger, Jr.
K. Randall Noel

ABSENT:

Quentin D. Dastugue, Treasurer
Eugene J. Joanen, IV
Jason P. Latiolais
Herbert T. Weysham, III

ADOPTION OF AGENDA:

A motion was offered by Mr. Hassinger, seconded by Mr. Morgan and unanimously adopted, to adopt the agenda.

**RESOLUTION NO. 10-15-20-01 - APPROVAL OF THE MINUTES OF THE
BOARD MEETING HELD ON SEPTEMBER 17, 2020**

On the motion of Mr. Morgan,
Seconded by Mr. Noel, the following resolution was offered:

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East approves the minutes of the Board Meeting held on September 17, 2020.

The foregoing was submitted to a vote; the vote thereon was as follows:
YEAS: Mr. Cosse, Mr. Hassinger, Mr. Miller, Mr. Morgan and Mr. Noel
NAYS: None
ABSENT: Mr. Dastugue, Mr. Joanen, Mr. Latiolais and Mr. Weysham

EMPLOYEE RECOGNITION AND APPRECIATION:

Mr. Miller announced that the FPA Employee of the Month is Mike LeBlanc, Maintenance Superintendent in Operations & Maintenance – Floodgates, and that the Police Employees of the Month, which was a joint nomination and selection, are Sergeant Noel Sanders and Officer Lacy Gerhold with the Orleans Levee District Police Department. Mr. LeBlanc, Sgt. Sanders and Officer Gerhold will be presented their Certificates for being selected the Employees of the Month at the November Board Meeting.

OPENING COMMENTS BY PRESIDENT AND COMMISSIONERS:

None.

PUBLIC COMMENTS:

None.

PRESENTATIONS:

1. New Orleans Lakefront Airport Flood Protection Feasibility Study - ARCADIS

Derek Boese, Chief Administrative Officer, recommended that at the November 19th Board meeting, FPA staff present a proposed task order that would allow more detailed engineering to be performed for two of the options that made it through ARCADIS's selection process so that the current wide-range cost estimates would be refined.

Walter Baumy, National Technical Manager, and David Fulks, Head Cost Estimator and Lead Civil Engineer, with ARCADIS co-presented the presentation.

Mr. Baumy reviewed the agenda for the presentation: Requirements and Approach, Cost Summary, Alternative Description, Construction Considerations, Alternative Comparisons, and Next Steps. He asked that the Board keep in mind that the number of gates and total linear feet of each alternative are the main cost drivers. Eleven alternatives were initially considered. ARCADIS, in collaboration the FPA and Lakefront Airport, narrowed the alternatives to three for the development of cost estimates.

Mr. Baumy reviewed the guiding documents leveraged to establish wall locations, heights and other requirements:

- U.S. Army Corps of Engineers (USACE) Re-Evaluation Report (2019) and Coastal Protection and Restoration Authority (CPRA) Louisiana Coastal Master Plan (2017) for establishing potential wall elevations.
- FAR Part 77 for requirements for air safety and establishing wall locations.
- The existing Airport Master Stormwater Drainage Plan and the draft of the new Airport Master Plan.

Mr. Baummy advised that hydraulic models were run. The FEMA accreditation standards for establishing wall height and gaining eligibility for reduced flood insurance rates through submissions to FEMA and a potential change in the FEMA Flood Insurance Rate Map (FIRM) became drivers. Existing data was used; therefore, the bathymetry, which drives wave heights and requirements, was one of the uncertainties. Refining the data for the bathymetry would allow a better understanding of the wave environment. One consideration relates to storage and pumping due to the wave environment and the relatively small area occupied by Fixed Base Operators (FBOs) and other structures on the Airport. He pointed out, however, that pump requirements are not a big driver in selecting an alternative.

Mr. Fulks explained that ARCADIS first gained an understanding of how the Lakefront Airport currently uses the airfield space; i.e., (1) key operational areas, (2) location of current FPO tenants and (3) future development objectives. The property was subdivided based upon the three considerations and level of priority. Remedial work will be required to the existing damaged bulkhead in the area designed for future development in order to support infrastructure. ARCADIS next considered the operational environment relative to the navigable airspace: i.e., surfaces that must be maintained clear of obstructions so that aircraft can safely land and depart; accommodations to allow Aircraft Rescue and Firefighting (ARFF) to quickly access all points on the airfield; maintaining an unobstructed view of ground operations for the Air Traffic Control Tower; and avoiding interference with navigational aids (NAVAIDS), including radio wave transmission associated with the Runway 18R/36L Localizer.

Mr. Fulks advised that ARCADIS considered a number of alternatives, which were narrowed to three after screening.

Alternative	Floodwall Length (linear feet)	No. of Gates	Includes Airfield	Includes Future Expansion Area	Range of Initial Costs (millions)	Range of Annual O&M Costs (millions)
1	21,165	11	Yes	Yes	\$360 - \$520	\$ 0.5
3	13,400	23	No	No	\$165 - \$240	\$0.75 – \$1.0
3A	17,100	25	No	Yes	\$230 - \$330	\$0.92 – \$1.2

Alternative 1 is for the full enclosure of the Airport. Flood protection would extend into the lake in order maintain the navigational airspace clear of obstructions. This is the most expensive alternative with the fewest number of gates since flood protection would not be crossing runways or taxiways.

Alternative 3 encloses the key operational areas, the current FPO areas and the area for the planned pumping station.

Alternative 3A encloses all of the areas designed in Alternative 3, plus the area planned for future FBO expansion.

Mr. Baummy reviewed the three typical floodwall types used in the alternatives for costing purposes:

- A. Concrete Floodwall – **Inland** (used inside the airfield and tying into the HSDRRS)
 - Inverted T, 12' Height
 - Concrete Piles
- B. Concrete Floodwall/**Bulkhead** (serves as a floodwall and bulkhead)
 - Inverted T, 24' Height
 - Concrete Piles
- C. Concrete Braced Floodwall – **Offshore** (pertains only to Alternative 1 for perimeter protection going into the lake)
 - “Combi Wall” w/King Pile System, 33' Height
 - Steel Pipe Piles

Mr. Baummy explained that the conceptual components include Swing Gates and Roller Gates, which are used throughout the Hurricane and Storm Damage Risk Reduction System (HSDRRS), and a Taxiway Braced Gates Option for large openings from 150-ft. to 200-ft. that are required to satisfy FAA requirements. The Taxiway Braced Gates Option includes two alternatives:

1. A modified Roller Gate alternative consisting of 50-ft. Roller Gates with an interim column and brace to be deployed in advance of a storm. This option is currently at the conceptual level. The time element for deployment and removal may be problematic.
2. FloodBreak Gates, which are a proprietary design. The gate recesses into a pan that sits on a floodwall-type foundation. The gate can be deployed through buoyancy or by using a hydraulic power unit; however, the hydraulic power unit would be recommended due to the higher than typical surge and wide opening.

Mr. Baummy addressed the constructability of the alternatives and airfield operational impacts during consideration:

Alternative 1 – Full Property Perimeter

N-NW Floodwall segments constructed in the wet

- Long piles installed from barge
- Constructed without cofferdam
- Maximize use of precast concrete elements
- Estimated construction duration of 3.5 years

Airfield operations impacted by pile driving

- Scheduling/night work can mitigate impacts
- Further evaluation and coordination with FAA during next engineering phase

Alternative 3 – Current FBOs, Ramps, Hangars and Fuel Farm

Land-based construction

- Piles installation adjacent to and across taxiways
- Construction activities will restrict regular movement
- Estimated construction duration of 2 years

Airfield operations impacted by pile driving, excavation and construction activities

- Traffic re-routing on a temporary basis necessary to accommodate FBOs
- Scheduling/night work can mitigate impacts
- Further evaluation and coordination with FAA during next engineering phase

Alternative 3A – Current and Future FBOs, Ramps, Hangars and Fuel Farm

Floodwall and Gates consist of typical components

- Construction activities adjacent to and across taxiways
- Activities will restrict regular movement
- Estimated construction duration of 2.5 years

Airfield operations impacted by pile driving, excavation and construction activities

- Traffic re-routing on a temporary basis necessary to accommodate FBOs
- Scheduling/night work can mitigate impacts
- Further evaluation and coordination with FAA during next engineering phase

Mr. Fulks summarized the three alternatives:

Alternative 1 – Perimeter Floodwall

- Highest initial construction cost - lowest annual O&M cost
- Greatest Risk Reduction
 - Allows for future expansion
 - Negates future SLR effect on runways
- Greatest flexibility to support emergency operations
- Most impact to operations during construction

Alternatives 3 and 3A – Floodwalls

- Lowest initial construction cost – higher annual O&M cost (due to additional gates)
- Risk Reduction
 - Includes current assets except runways, taxiways and pavements
 - Allows incremental construction from 3 to 3A
 - Address future SLR effect on runways through bulkhead program
- Taxiway gate closures require planning to maximize runway use during emergency operations
- Less impact to operations during construction

Mr. Fulks addressed the potential next steps:

- Identify Tentatively Selected Plan
- FAA request and evaluations
 - Aeronautical Study to verify the floodwall is compliant with FAA Safety Policies
 - FAA to determine if the floodwalls could reflect/reradiate radio wave propagation of the localizer antenna system
- Advance Engineering for Tentatively Selected Plan
 - Acquire surveys, bathymetry and borings
 - Advanced design to support FAA evaluations, alignment, component sizing and cost

The presentation was concluded and the floor was opened for questions.

Mr. Noel inquired about using the FloodBreak design for the entire floodwall enclosure. Mr. Fulks responded that the FloodBreak design could be used; however, it would be very expensive. Mr. Noel asked, if flood protection is implemented for the Airport, would the HSDRRS floodwall behind the Airport be abandoned? Mr. Boese replied that the HSDRRS floodwall would not be abandoned; it would become secondary protection. Mr. Noel asked if the bulkhead is repaired, would fill be placed in the eroded area. Mr. Fulks responded, yes.

Mr. Miller expressed concern about the estimated construction cost range. There is about a 45 percent differential between the lower cost and the higher cost estimates for each alternative. He asked the reason for the disparity. Mr. Baummy responded that the disparity is primarily due to the data available for preparing the design as the basis of the estimates. The bathymetry was a best guess using available data. In addition, there was a lack of deep borings for the geotechnical analysis. The level of design (about 15 percent) was a contributing factor. He pointed out that the range of a class 4 estimate is fairly broad. Mr. Miller reiterated his concern about the cost differential. Mr. Hassinger noted that the first step was to narrow the 11 initial alternatives to three, the following step was to determine whether the three alternatives made sense from a construction standpoint, and the Board can take the next step at its November meeting to tighten the cost estimates.

Mr. Noel inquired about flood insurance costs for the Airport. Matt Byrd with Arthur J. Gallagher responded that the flood insurance costs are in the neighborhood of \$35,000 to \$40,000 per year with a \$50,000 deductible for most of the structures outside of the HSDRRS. Therefore, if flood protection was implemented for the Airport, approximately \$300,000 per year could be redeployed elsewhere. Kelli Chandler, Regional Finance Director, added that most of the buildings at the Airport are occupied and that the tenants pay the cost of insurance.

Mr. Miller asked how did the ARCADIS proposals compare with the funding request submitted to FEMA for flood protection for Lakefront Airport. Wilma Heaton, FPA Director of Governmental Affairs and Chair of the Lakefront Management Authority, explained that the ARCADIS proposals cannot be compared to the FEMA funding request. At that time, FEMA estimated the cost of flood protection was \$100 million and the Lakefront Management Authority estimated the cost at \$68 million; therefore, the arbitration court considered an estimated cost of \$84 million. However, the cost estimate for FEMA funding cannot be compared to the alternatives developed by ARCADIS because the estimate for FEMA funding was for flood protection that would have crossed the main runway, which was not an optimum strategy, but was the only option at that time with the court date looming in Washington, D.C. The proposed floodwall crossing the main runway was not an optimum solution for the long term and would have required deployment 48 hours in advance. Therefore, the Airport would not be able to fulfill its much needed emergency preparedness role and support efforts such as the evacuation of hospitals. Flood protection for the airport should be deployable in the fastest manner possible. In addition, the FEMA funding request was not based on engineering design, but was a raw estimate for the arbitration court. ARCADIS did not even consider flood protection crossing the main runway in its 11 alternatives.

Mr. Morgan asked was the modeling for the 100-year level of protection. Mr. Fulks replied, yes; the modeling also included an allowance of about 1-1/2 feet for sea level rise. The proposed flood protection for the Airport (16.2-ft. and 17.7-ft. on the water's edge and offshore) compares closely to the HSDRRS floodwalls (about 16-ft. to 16-1/2-ft. in the Seabrook area). Mr. Morgan suggested in Alternative 3 that ARCADIS reconsider the sharp turn directly perpendicular to wave influences and that the corner be cut off. Mr. Fulks explained that ARCADIS generally followed the property line on the east side of the airport and could consider refining the corners. A recurve nose at the top of the floodwall, which was included in the report, but not heavily factored into the analysis, is being considered to help refract waves back into the lake instead of overtopping the wall, which would help manage pumping requirements. Mr. Morgan commented on flood protection located along the Danube River and asked whether ARCADIS considered this type of protection. Mr. Fulks responded that it had been considered, in addition to a variety of gate types that could be located in large spans; however, the problem was that the gates become too large and either become like vertical lift gates or require huge cranes and mobilization to implement, which would not facilitate emergency evacuations or emergency operations.

Mr. Cosse commented about the potential maintenance costs for the FloodBreak gates, which could be prohibitive over a length of time, considering the design uses a number of moving metal parts and the extreme weather conditions along the lakefront. Mr. Fulks explained that for a normal application the gates are made of aluminum; however, some components, possibly made of steel, may be needed to strengthen gates of the size needed for this project. He stated that the maintenance costs could be refined and that ARCADIS could do a deeper dive into the specifics that Mr. Cosse mentioned. However, on the surface he did not see the maintenance costs being an insurmountable issue and that the costs would be comparable to the costs for the HSDRRS gates. Mr. Cosse pointed out that corrosion has been an on-going issue. Mr. Fulks commented

that many times the floodgates are operated in advance of a storm and never get wet from a water load from the storm. The gates would have to be cleaned and maintained.

Mr. Morgan commented that based on the current estimates \$4 million to \$5 million would be needed each year for fifty years. Therefore, external funding sources would be required. Mr. Hassinger pointed out that the project would be contingent upon obtaining funding from the Federal government. Ms. Heaton explained that flood protection for Lakefront Airport is a critical project for the Greater New Orleans area from an emergency response and evacuation perspective. She recommended that Board select the appropriate alternative through the adoption of a resolution which would include a caveat that the project would be predicated upon receiving matching funds. For example, if the final estimate for the selected alternative is \$275 million, the FPA could commit to bonding \$100 million, which could be accomplished through the Orleans Levee District SLIP tax that expires in 2045 without raising taxes, and Federal funding of \$100 million and State funding of \$75 million could be requested. The Federal government cannot be approached for funding unless the FPA expresses a will to do the project. A willingness to help has been expressed in preliminary talks. She was extremely optimistic that matching funds could be obtained once the Board makes a decision on the selected project.

COMMITTEE REPORTS:

Finance Committee: Due to the absence of Mr. Dastugue, Mr. Noel chaired the Finance Committee meeting that was held prior to the Board meeting. Mr. Noel reported that the Committee considered the following items:

- Updated Purchasing Policy – The Committee reviewed the policy and recommended Board approval subject to minor revisions related to credit card purchases.
- Establishment of reserve accounts for future HSDRRS costs – The Committee received detailed backup and discussed the potential costs.
- Proposed Intergovernmental Agreement (IGA) with the Coastal Protection and Restoration Authority Board regarding the HSDRRS Risk Assessment Accelerated Levee System Evaluation – The Committee recommended that the Board approve the IGA.

Operations Committee: Mr. Morgan reported that the Operations Committee met prior to the Board meeting and discussed four items, which have been placed on the Board's Agenda. Recommendations will be provided as the items are taken up by the Board.

CHIEF ADMINISTRATIVE OFFICER'S REPORT: Derek Boese, Chief Administrative Officer, reviewed the highlights of his report:

- Storm Activity – The 2020 storm season continues to be active. The FPA responded to six storms this year (Cristobal, Marco, Laura, Sally, Beta and Delta) and two (Beta and Delta) since the last Board meeting.

BETA

- Closed 7 Gates
- Caernarvon closed
- Operated London, Orleans PCCP

DELTA

- Closed 59 Gates
- Caernarvon, Bienvenue, Dupre closed

Mr. Boese commented on the teamwork and collaboration that goes into making the response to a tropical storm run smoothly. Lessons learned are reviewed in the After Action Reviews; therefore, staff continues to improve for each event. He commended the several hundred FPA employees who make the Authority's storm response a success. He highlighted Mike LeBlanc in the Maintenance Department, who was selected as the FPA's Employee of the Month for his efforts during the recent storm events, and Chris Humphreys and his team who man the Emergency Operations Center: Ryan Foster, Ryan Hathaway, Jacinta Gisclair and Roger Colwell, in particular, for putting together the spreadsheets that are critical to how the staff goes about tackling a storm event and for distilling weather observations and forecasting.

- Upcoming Construction Projects (2nd quarter or early 3rd quarter):
 - Outfall Canal Slope Paving \$750K
 - OHV-09 (Valves) \$115K
 - NASA Levee \$3.1M
 - Landside Runoff Reach 1 \$360K
 - Lake Shore Drive Improvements \$975K
 - Floodgate Blasting/Repair \$1.6M
 - Orleans Canal Erosion Mitigation \$3.1M
 - Orleans Marina Seepage Repair \$187K
 - W-33/E-07 Floodgate Repairs \$610K
- Lake Borgne Basin Levee District (LBBLD) Pump Stations – The FPA has an agreement with St. Bernard Parish Government to repair the engines in Pump Stations (PS) 1 and 4. The new engine was commissioned in PS 4 and the engine in PS 1 has been tested and is currently being commissioned.
- 2021 Insurance Renewals are underway – The level of Cyber Insurance Coverage is being reviewed and is anticipated to be increased based upon current threats, as well as the Director/Officer level of coverage relative to decisions made by the Board.
- The Fiscal Year 2020 Financial Audit has been completed and there were no findings.
- HR/Employee Services – Hiring of personnel to fill vacancies has increased. Open enrollment takes place the first two weeks of November.

- Police qualification for annual firearms training will be going on this week and next week at Camp Villere in Slidell.
- Lt. General Spellmon, Chief of the USACE, and Chip Kline, CPRA Chairman, visited the Permanent Canal Closures and Pumps (PCCP) at the 17th Street Canal and the IHNC-Lake Borgne Surge Barrier.
- Mr. Boese recognized Capt. Terry Durnin with the East Jefferson Levee District (EJLD) Police Department, who with support from EJLD Maintenance staff put together a relief effort to help the people impacted by Hurricane Laura in Lake Charles, LA. Donations were received from a number of entities. FPA staff traveled to the area, cooked food for area residents and distributed donations.

Mr. Cosse inquired about the progress on the LBBLD pump engine rotation issue. Gerry Gillen, Operations Director, explained that one new engine at PS 1 and one new engine at PS 4 are now working. Two engines are stored in St. Bernard Parish facilities and the plan for those engines is not known at this time. A total of four new engines had the wrong rotation. The project was a St. Bernard Parish Government project.

NEW BUSINESS:

RESOLUTION NO. 10-15-20-02 - AUTHORIZATION TO ENTER A COOPERATIVE ENDEAVOR AGREEMENT FOR MUTUAL AID BY AND BETWEEN THE SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY – EAST AND JEFFERSON PARISH

Mr. Miller advised that the Board approved negotiations with parish officials for providing mutual aid. The Cooperative Endeavor Agreement (CEA) before the Board is similar to the agreement currently in place; however, the new CEA provides for cash payments in lieu of in-kind services.

On the motion of Mr. Hassinger,
Seconded by Mr. Morgan, the following resolution was offered:

WHEREAS, Article VII, Section 14(C) of the Louisiana Constitution of 1974 provides that, “For a public purpose, the State and its political subdivisions or political corporations may engage in cooperative endeavors with each other, with the United States, or its agencies, or with any public or private association, corporation, or individual”; and

WHEREAS, Southeast Louisiana Flood Protection Authority – East (FLOOD PROTECTION AUTHORITY) and Jefferson Parish (PARISH) are authorized to enter into this Cooperative Endeavor Agreement (CEA) pursuant to La. R.S. 33:1324, which permits any parish, municipality or political subdivision of the state, or any combination thereof, to make agreements between or among themselves for the operation, repair and maintenance of public projects or improvements including flood control projects; and

WHEREAS, the FLOOD PROTECTION AUTHORITY is a regional flood protection authority established as a political subdivision and levee district pursuant to Article VI, Sections 38 and 38.1 of the Constitution of Louisiana and Acts 2006, 1st Extraordinary Session, No. 1 of the Louisiana Legislature; and

WHEREAS, pursuant to La. R.S. 38:330.2(A)(1)(a), the Board of Commissioners of the FLOOD PROTECTION AUTHORITY is the successor to the boards of commissioners of the East Jefferson Levee District, Lake Borgne Basin Levee District, and Orleans Levee District.; and

WHEREAS, the PARISH is a political subdivision established by state law under the provisions of Article XIV, Section 3(c) of the Louisiana Constitution of 1921, Article VI, Part I of the Louisiana Constitution of 1974, La. R.S. 38:1580, *et seq.* and the Jefferson Parish Home Rule Charter; and

WHEREAS, this CEA will be mutually beneficial to the parties in the furtherance of their respective statutory purposes and duties, and each party expects to receive benefits for themselves and the public at least equal to the costs of the responsibilities undertaken pursuant hereto; and,

WHEREAS, in the event of a major flood, storm, disaster, or other emergency, either party may require the assistance of the other party to provide services, support, or resources to supplement its response; and

WHEREAS, each party to this agreement has resources that could provide assistance to the other in the event of an emergency; and

WHEREAS, the facilities and resources of each party are proximally located such as to enable each party to render mutual assistance to the other; and

WHEREAS, each of the parties to this Agreement has determined that it is in the best interest of each party to set forth guidelines for providing mutual assistance to each other in the event of a major flood, storm, disaster, or other emergency.

BE IT HEREBY RESOLVED, the Board of Commissioners of the Southeast Louisiana Flood Protection Authority-East authorizes the Board President, or in his absence, the Chief Administrative Officer, to execute the aforementioned Cooperative Endeavor Agreement for Mutual Aid between the Southeast Louisiana Flood Protection Authority – East and Jefferson.

BE IF FURTHER RESOLVED, this agreement shall be effective and fully executed upon the latest date of signing by the parties hereto.

The foregoing was submitted to a vote; the vote thereon was as follows:

YEAS: Mr. Cosse, Mr. Hassinger, Mr. Miller, Mr. Morgan and Mr. Noel

NAYS: None

ABSENT: Mr. Dastugue, Mr. Joanen, Mr. Latiolais and Mr. Weysham

RESOLUTION NO. 10-15-20-03 - ADOPTION OF UPDATED/REVISED PURCHASING POLICY

Mr. Morgan explained that the Finance Committee reviewed the updated Purchasing Policy and discussed some minor revisions regarding receipts for credit card purchases and credit limits. The Committee recommended that the Board approve the updated Purchasing Policy with the inclusion of the minor revisions made by the Finance Committee.

On the motion of Mr. Morgan,
Seconded by Mr. Noel, the following resolution was offered:

WHEREAS, by Resolution No. 03-15-18-06, the Southeast Louisiana Flood Protection Authority-East (FPA) approved an updated/revise d Purchasing Policy on March 15, 2018, to govern the FPA and levee districts under its jurisdiction; and

WHEREAS, the FPA staff reviewed the aforementioned policy and updated and revised said policy to reflect current requirements and needs; and

WHEREAS, the updated/revise d Purchasing Policy was reviewed by the Finance Committee on October 15, 2020 and recommended for approval by the Board.

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East adopts the updated and revised Purchasing Policy dated October 15, 2020.

BE IT FURTHER RESOLVED, that any and all resolutions or policies adopted prior to this resolution and in conflict with the approved Purchasing Policy dated October 15, 2020, are null and void.

The foregoing was submitted to a vote; the vote thereon was as follows:

YEAS: Mr. Cosse, Mr. Hassinger, Mr. Miller, Mr. Morgan and Mr. Noel

NAYS: None

ABSENT: Mr. Dastugue, Mr. Joanen, Mr. Latiolais and Mr. Weysham

Discussion of establishing reserve accounts for future Hurricane and Storm Damage Risk Reduction System (HSDRRS) costs.

The discussion of establishing reserve accounts for future HSDRRS costs took place at the Finance Committee meeting. Mr. Morgan advised that the Finance Committee reviewed the data and will recommend the establishment of reserve accounts at the next meeting.

RESOLUTION NO. 10-15-20-04 - INTERGOVERNMENTAL AGREEMENT BY AND BETWEEN THE STATE OF LOUISIANA THROUGH THE COASTAL PROTECTION AND RESTORATION AUTHORITY BOARD AND THE SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY-EAST REGARDING RISK REDUCTION SYSTEM (HSDRRS) RISK ASSESSMENT ACCELERATED LEVEE SYSTEM EVALUATION

Mr. Noel advised that the Finance Committee discussed the Intergovernmental Agreement, which sets forth the FPA's cost share for the HSDRRS Risk Assessment Accelerated Levee System Evaluation.

On the motion of Mr. Noel,
Seconded by Mr. Morgan, the following resolution was offered:

WHEREAS, Article VII, Section 14 of the Louisiana Constitution provides, in part, that "(f)or a public purpose, the state and its political subdivisions . . . may engage in cooperative endeavors with each other . . ."; and

WHEREAS, pursuant to La. R.S. 49:214.5.2(A)(1), the Coastal Protection and Restoration Authority Board (the "CPRA BOARD") represents the State of Louisiana's position relative to the protection, conservation, enhancement, and restoration of the coastal area of the state through oversight of integrated coastal protection projects and programs and at La. R.S. 49:214.5.2(A)(7), the CPRA BOARD has the power and authority to enter into any contract with any political subdivision of the state for the study, planning, engineering, design, construction, operation, maintenance, repair, rehabilitation, or replacement of any integrated coastal protection project and to this end, may contract for the acceptance of any grant of money upon the terms and conditions, including any requirement of matching the grants in whole or part, which may be necessary; and

WHEREAS, pursuant to Acts 2006, 1st Ex. Sess., No. 1, §1, eff. Jan. 1, 2007 and LA R.S. 38:330.1 et seq, the Southeast Louisiana Flood Protection Authority – East ("SLFPA-E"), created following Hurricane Katrina, comprised of the East Jefferson Levee District, Orleans Levee District, and Lake Borgne Basin Levee District, has jurisdiction over all levees, hurricane protection, flood control structures and integrated coastal protection projects , with the authority of a political subdivision to enter into agreements with governmental bodies such as the CPRA BOARD for the public welfare, health, safety and good order of the citizens protected by the levees under the jurisdiction and control of SLFPA-E; and

WHEREAS, under La. R.S. 38:281 et seq., R.S. 38:301, and La. Const. Article VI, Part III, the construction, maintenance, and care and inspection of levees, and all other things incidental thereto, within the jurisdiction of the numerous levee districts and levee authorities established by Louisiana law shall devolve on the levee districts and levee authorities and the boards of commissioners of the respective levee districts and levee authorities; and

WHEREAS, pursuant to Section 3014(b) of the Water Resources Reform and Development Act of 2014 ("WRDA 2014"), the U.S. Army Corps of Engineers ("USACE") is tasked with carrying out levee system evaluations for the purposes of the National Flood Insurance Program ("NFIP"); and

WHEREAS, the USACE inspects and analyzes the HSDRRS system, consisting of the Lake Pontchartrain and Vicinity (LPV) and the West Bank and Vicinity (WBV) projects, every ten years in order to make sure that the system provides the levels

of protection necessary to achieve the certification required or participation in the NFIP; and

WHEREAS, pursuant to a 3014 agreement entered into between the BOARD and the USACE, the BOARD is responsible for 50 percent of the costs of the Levee System Evaluation for the recertification of the HSDRRS system; and

WHEREAS, SLFPA-E, in furtherance of their obligations, has agreed to reimburse the BOARD for a portion of the funds being paid by the STATE to the USACE for the completion of the levee survey and certification, as provided in the 3014 agreement;

WHEREAS, this Agreement will be mutually beneficial to the Parties in the furtherance of their respective statutory purposes, duties, and authorities, and each Party expects to receive a public benefit at least equal to the costs of the responsibilities undertaken pursuant hereto; and therefore

BE IT HEREBY RESOLVED, that the Board of Commissioners of the Southeast Louisiana Flood Protection Authority-East authorizes Derek E. Boese, Chief Administrative Officer, to execute an Intergovernmental Agreement between SLFPA-E and the STATE OF LOUISIANA through the COASTAL PROTECTION AND RESTORATION AUTHORITY BOARD, as described above.

The foregoing was submitted to a vote; the vote thereon was as follows:

YEAS: Mr. Cosse, Mr. Hassinger, Mr. Miller, Mr. Morgan and Mr. Noel

NAYS: None

ABSENT: Mr. Dastugue, Mr. Joanen, Mr. Latiolais and Mr. Weysham

RESOLUTION NO. 10-15-20-05 - ID-IQ CONTRACTS FOR CONSTRUCTION ADMINISTRATION, RESIDENT INSPECTION AND OTHER INSPECTION SERVICES

Mr. Morgan advised that the Operations Committee recommended that the Board approve the extension of the current Indefinite Delivery-indefinite Quantity (ID-IQ) Contracts for Construction Administration, Resident Inspection and Other Inspection Services as stated in the resolution before the Board. The category of services may be changed, as needed, in the Requests for Qualifications to be issued in 2021.

On the motion of Mr. Morgan,

Seconded by Mr. Noel, the following resolution was offered:

WHEREAS, by Resolution No 11-29-18-12, the Southeast Louisiana Flood Protection Authority-East (FPA) selected the following firms for the purpose of entering into Indefinite Delivery-Indefinite Quantity (ID-IQ) Contracts to provide Construction Administration, Resident Inspection and other Inspection Services on an as needed basis, with said contracts having an initial term of one year with two one-year renewal options and a Not-To-Exceed value of \$500,000:

AIMS Group
Burk Kleinpeter, Inc.
Design Engineering, Inc.

ECM Consultants
Meyer Engineers, LTD
NY & Associates

WHEREAS, by Resolution No 10-17-19-04, the FPA approved exercising the first one-year renewal option for said contracts; and

WHEREAS, said contracts have varying commencement and termination dates and in order to achieve consistency, the FPA wishes to exercise the second renewal option for a period less than one year so that all of the current contracts for said services terminate on October 31, 2021; and

WHEREAS, the FPA may elect to advertise and issue a Request for Qualifications for said services sufficiently in advance of the termination of the current contracts in order to have new contracts in place on November 1, 2021.

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East approves the extension of the aforementioned current ID-IQ Contracts for Construction Administration, Resident Inspection and other Inspection Services to October 31, 2021 (a second option period of less than one-year).

BE IT FURTHER RESOLVED, that the FPA authorizes the advertisement and issuance of a Request for Qualifications for said services, as needed, in ample time to have new contracts in place on November 1, 2021.

BE IT FURTHER RESOLVED, that the FPA Chief Administrative Officer, or in his absence the Director of Engineering, is hereby authorized to sign any and all documents necessary to carry out the above.

The foregoing was submitted to a vote; the vote thereon was as follows:

YEAS: Mr. Cosse, Mr. Hassinger, Mr. Miller, Mr. Morgan and Mr. Noel

NAYS: None

ABSENT: Mr. Dastugue, Mr. Joanen, Mr. Latiolais and Mr. Weysham

RESOLUTION NO. 10-15-20-06 - ID-IQ CONTRACTS FOR FACILITIES MANAGEMENT SERVICES

Mr. Morgan advised that Operations Committee recommended that the Board approve the extension of the subject ID-IQ Contracts as stated in the resolution before the Board.

On the motion of Mr. Morgan,

Seconded by Mr. Noel, the following resolution was offered:

WHEREAS, by Resolution No. 11-29-18-13, the Southeast Louisiana Flood Protection Authority-East (FPA) selected the following firms for the purpose of entering into Indefinite Delivery-Indefinite Quantity (ID-IQ) Contracts to provide Facilities Management Services on an as needed basis, with said contracts having an initial term of one year with two one-year renewal options and Not-To-Exceed Values as follows:

Support Services (Total Not-to-Exceed \$1,000,000) – ECM Consultants, Inc., Linfield, Hunter & Junius, Inc., Meyer Engineers, LLC and Sizeler-Thompson-Brown Architects

Environmental Services (Total Not-to-Exceed \$500,000) – ECM Consultants, Inc., Evans-Graves Engineers, and Linfield, Hunter & Junius, Inc.

Drainage Design Services (Total Not-to-Exceed \$500,000) – Evans-Graves Engineers, LLC, Linfield, Hunter & Junius, Inc. and Richard C. Lambert Consultants, LLC

HVAC Maintenance Services (Total Not-to-Exceed \$500,000) – Linfield, Hunter & Junius, Inc. and Pivotal Engineering, LLC

Water Maintenance Services (Total Not-to-Exceed \$500,000) – Digital Engineering, Linfield, Hunter & Junius, Inc. and Meyer Engineers, LLC

Electrical Support Services (Total Not-to-Exceed \$500,000) – Linfield, Hunter & Junius, Inc. and Pivotal Engineering, LLC

Testing Services (Total Not-to-Exceed \$500,000) – Linfield, Hunter & Junius, Inc. and Professional Service Industries

WHEREAS, by Resolution No. 10-17-19-03, the FPA approved exercising the first one-year renewal option for said services; and

WHEREAS, said contracts have varying commencement and termination dates and in order to achieve consistency, the FPA wishes to exercise the second renewal option for a period less than one year so that all of the current contracts for said services terminate on October 31, 2021; and

WHEREAS, the FPA may elect to advertise and issue Requests for Qualifications for Facilities Management Services sufficiently in advance of the termination of the current contracts in order to have new contracts in place on November 1, 2021; and

WHEREAS, the intent of the FPA is to advertise and issue said RFQ such that the FPA can achieve access to all classifications of Facilities Management Services required in the most efficient manner.

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East approves the extension of the aforementioned current ID-IQ contracts for Facility Management Services to October 31, 2021 (a second option period of less than one-year).

BE IT FURTHER RESOLVED, that the FPA authorizes the advertisement and issuance of a Request for Qualifications for said services, as needed, in ample time to have new contracts in place on November 1, 2021.

BE IT FURTHER RESOLVED, that the FPA Chief Administrative Officer, or in his absence the Director of Engineering, is hereby authorized to sign any and all documents necessary to carry out the above.

The foregoing was submitted to a vote; the vote thereon was as follows:
YEAS: Mr. Cosse, Mr. Hassinger, Mr. Miller, Mr. Morgan and Mr. Noel

NAYS: None

ABSENT: Mr. Dastugue, Mr. Joanen, Mr. Latiolais and Mr. Weysam

RESOLUTION NO. 10-15-20-07 - ORLEANS MARINA BULKHEAD REPAIR DESIGN

Mr. Morgan explained that the Operations Committee considered the proposed amendment to Task Order 30-07-01 with Linfield, Hunter and Junius, Inc., and recommended that the Board approve the amendment subject to the deletion of the geotechnical work to be performed by Eustis Engineering from the amendment. The FPA will issue a Task Order directly to Eustis Engineering for the geotechnical work.

A motion was offered by Mr. Morgan, seconded by Mr. Noel and unanimously adopted, to amend the resolution to exclude the geotechnical services to be performed by Eustis Engineering from Amendment No. 2 to Task Order 30-07-01 with Linfield, Hunter and Junius, Inc.

On the motion of Mr. Morgan,

Seconded by Mr. Cosse, the following resolution was offered:

WHEREAS, the existing sheetpile bulkhead at the Orleans Marina has deteriorated and has been causing seepage damage to the adjacent parking lot and threatens to undermine the adjacent Hurricane and Storm Damage Risk Reduction System floodwall; and

WHEREAS, the Southeast Louisiana Flood Protection Authority-East (FPA) issued Task Order No. 30-07-01 with a not-to-exceed (NTE) amount of \$87,784.74 to Linfield Hunter and Junius, Inc., under the current Civil Engineering Services Indefinite Delivery-Indefinite Quantity Contract with said firm for the Orleans Marina Bulkhead Assessment; and

WHEREAS, the aforementioned task order was amended to provide Engineering Services During Construction and Inspection Services at a total NTE amount of \$82,520.15 for the Orleans Marina Seepage Repair Phase I and II Projects, increasing the total NTE amount of said task order to \$170,304.89; and

WHEREAS, Linfield, Hunter and Junius, Inc., submitted a proposal to provide engineering design and plans and specifications to replace the deteriorated portion of the existing Orleans Marina sheetpile bulkhead for a total NTE amount of \$212,708.83; and

WHEREAS, the geotechnical services to be provided by Eustis Engineering, which is listed as a line item in Linfield, Hunter and Junius, Inc.'s proposal in the amount of \$8,584.68, shall be performed under a task order to be issued by the FPA to Eustis Engineering under the ID-IQ contract with said firm; and

WHEREAS, the total NTE amount of Amendment No. 2 to Task Order 30-07-01 with Linfield, Hunter and Junius, Inc., to provide engineering design and plans and specifications to replace the deteriorated portion of the existing Orleans Marina sheetpile bulkhead shall be \$204,124.15; and

WHEREAS, funding for the aforementioned services is included in Budget Line Item No. BIDIQ01.

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East authorizes the issuance of Amendment No. 2 to Task Order 30-07-01 with Linfield, Hunter and Junius, Inc. to provide engineering design and plans and specifications to replace the deteriorated portion of the existing Orleans Marina sheetpile bulkhead for a total NTE amount of \$204,124.15, increasing the total NTE amount of Task Order 30-07-01 to \$374,429.04.

BE IT FURTHER RESOLVED, that the FPA Chief Administrative Officer, or in his absence the Director of Engineering, is hereby authorized to execute Amendment No. 2 to Task Order 30-07-01 and any and all other documents necessary to carry out the above.

The foregoing was submitted to a vote; the vote thereon was as follows:

YEAS: Mr. Cosse, Mr. Hassinger, Mr. Miller, Mr. Morgan and Mr. Noel

NAYS: None

ABSENT: Mr. Dastugue, Mr. Joanen, Mr. Latiolais and Mr. Weysham

RESOLUTION NO. 10-15-20-08 - ID-IQ CONTRACT FOR HAZARD MITIGATION GRANT WRITING AND MANAGEMENT SERVICES

Mr. Morgan advised that the Operations Committee reviewed the selection team's recommendation of Hunt Guillot & Associates LLC to provide Hazard Mitigation Grant Writing and Management Services. He explained that he was a member of the selection team and that seven Statements of Qualifications (SOQ) were received in response to the Request for Qualifications. The SOQs were reviewed and independently scored. Interviews were conducted with the two top scoring firms. The selection team was unanimous in its recommendation to select Hunt Guillot & Associates LLC based upon their qualifications and interview scores.

On the motion of Mr. Morgan,

Seconded by Mr. Cosse, the following resolution was offered:

WHEREAS, the Southeast Louisiana Flood Protection Authority-East (FPA) is in need of professional services for application writing, securing and managing Hazard Mitigation Grants; and

WHEREAS, by Resolution No. 08-20-20-09, the FPA authorized the advertisement and issuance of a Request for Qualifications (RFQ) for professional Grant Writing and Grant Management Services for the purpose of entering into an Indefinite Delivery-Indefinite Quantity (ID-IQ) contract for services on an as needed basis; and

WHEREAS, Statements of Qualifications (SOQ) in response to the aforementioned RFP were received on October 5, 2020, and reviewed and competitively rated by a selection team; and

WHEREAS, the selection team recommended that Hunt Guillot & Associates LLC be selected for the purpose of entering into an ID-IQ Contract for Hazard Mitigation Grant Application Writing and Grant Management Consulting Services; and

WHEREAS, no task orders will be issued under the above ID-IQ Contract unless and until the FPA is awarded a grant and consultant's fee shall be a percentage of the grant amount awarded; and

WHEREAS, the aforementioned ID-IQ Contract shall be for a period of three years consisting of a base period of one year and two one-year options.

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East approves the selection of Hunt Guillot & Associates LLC to provide Hazard Mitigation Grant Application Writing and Grant Management Consulting Services on an as needed basis, and authorizes the FPA Chief Administrative Officer, or in his absence the Director of Engineering, to execute an ID-IQ contract with Hunt Guillot & Associates LLC for the stated services.

The foregoing was submitted to a vote; the vote thereon was as follows:

YEAS: Mr. Cosse, Mr. Hassinger, Mr. Miller, Mr. Morgan and Mr. Noel

NAYS: None

ABSENT: Mr. Dastugue, Mr. Joanen, Mr. Latiolais and Mr. Weysham

The next regular monthly meeting of the Board will be held on November 19, 2020, at the Franklin Avenue Administrative Complex.

There was no further business; therefore, the meeting was adjourned at 12:13 p.m.