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Port of South Louisiana

Narrative

Globalplex Intermodal Efficiency Improvements

TIGER IX Grant

Application Snapshot

Project Title: Globalplex Intermodal Efficiency Improvements Project

Application Type: Urban

Applicant: Port of South Louisiana

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Location of Supplemental Materials

The Project application webpage with a copy of the application and supporting and referenced documents is located at: <http://portsl.com/tiger-globalplex-intermodal-improvements/>

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Project Description

What TIGER funds will support – The Board of Commissioners of the Port of South Louisiana (POSL) **requests funding in the amount of \$16,270,642** from the 2017 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program for the multimodal Globalplex Intermodal Efficiency Improvements Project (Project). **The requested TIGER funding represents a critical source of funding for this project.**

The POSL is a deep-water port situated in the immediate vicinity of the Gulf of Mexico, near major roadways and three railways. It is the largest tonnage port district in the United States, and is the premier sea gateway for U.S. export and import traffic. Located within the POSL is the intermodal facility Globalplex, a modern, 335-acre maritime industrial park that currently includes multimodal connections to the Canadian National (CN) Railway, local roads and state and interstate highways, and the Mississippi River, all providing various methods of cargo transport. The facility has three docks, which include a general cargo dock, a finger pier, and a deep-draft bulk terminal dedicated to handling cement, mineral ores, woodchips, garnet sand, and other heavy materials. Globalplex is the only public facility within the jurisdiction of the POSL.

The proposed Project consists of the construction of three separate components: **dock access bridge, dock reinforcement, and two mobile harbor cranes**. The Project has **strong support** from local communities, local and state agencies, elected local and state officials, and private business. It **meets all Primary Selection Criteria**. The **key aspects** of the Project are: (1) efficient intermodal access—vessel to truck to staging—between designated marine highway and the only public facility within the largest tonnage port, (2) construction on a public owned site and right of way, and (3) current and future employment and economic vitality of the region over the Project's 30 year life span. **Key benefits** of the Project include: (1) creation of 489 job years in immediate construction, (2) creation of 15 permanent, good-paying jobs once the project is complete with a present value of the net total payroll effects of job creation resulting from this project estimated at \$33.1 million over the entire 30-year project period using a 7% discount rate, and \$43.1 million discounted at 3%, (3) a BCA ratio of 2.80 and \$56,597,000 million in net benefits, and (4) reduced emissions, reduced fuel costs, reduced congestion, and reduced noise pollution.

The three separate components of the proposed Project are:

- ***Dock Access Bridge:*** The existing dock access bridge between the Globalplex's main facility north of LA 44 (River Road) and its dock along the Mississippi River was constructed in 1995 and was damaged during Hurricane Katrina in August 2005. Improvements/repairs were made to the bridge using a \$3 million appropriation from the State of Louisiana through Capital Outlay funds. The repaired bridge is designed to support standard AASHTO bridge loads only. The proposed new dock access bridge will be constructed adjacent to the existing bridge and will have a live load capacity to enable fully loaded, “off-road” trucks (i.e., trucks with weight that exceeds standard AASHTO bridge loads) to travel back-and-forth between the dock and landslide facilities. It will be designed and constructed to support 1,000 lbs. per square foot of live loading and heavy truck axle weights, typical of heavy industrial demands, allowing businesses that transport heavy cargo to access the Globalplex terminal more efficiently, promoting regional economic development. Currently, the existing bridge is designed only to support single-lane traffic for standard AASHTO class vehicles and is not

capable of supporting heavy-haul permit loads or large “off-road” trucks. Once the new access bridge is constructed, the existing bridge will be used by empty or partially loaded “off-road” truck travel. Loaded “off-road” trucks will cross the new dock access bridge, and then exit unloaded across the existing dock access bridge. This will provide increased access to the General Cargo Dock and Finger Pier, facilitating a more fluid and efficient loading and unloading process. Having two access bridges will also allow the POSL to experience reduced risk. Currently, if the existing access bridge is closed for maintenance, Globalplex does not have another bridge to operate from. Having a second access bridge will allow the POSL to continue operations in the event that one of the two bridges requires maintenance. The POSL has match funding of \$26,469.30 which will be used for this next phase of bridge construction. Additionally, POSL submitted a second Capital Outlay request in September 2015 to fund the second Access Bridge. Capital Outlay funds are appropriated in the June 2017 Capital Outlay bill; however, a line of credit has not yet been allocated. The State of Louisiana has approved \$975,000 in Priority 1 funding, and \$7,705,000 in Priority 5 funding. It is likely that the Priority 1 funding will be approved as a line of credit by the time a TIGER agreement would be executed, potentially increasing the local match even further. If both the Priority 1 and Priority 5 funding is received from the State of Louisiana, the eligible match will increase to 65.1%, and the total project match will increase to 77.2%.

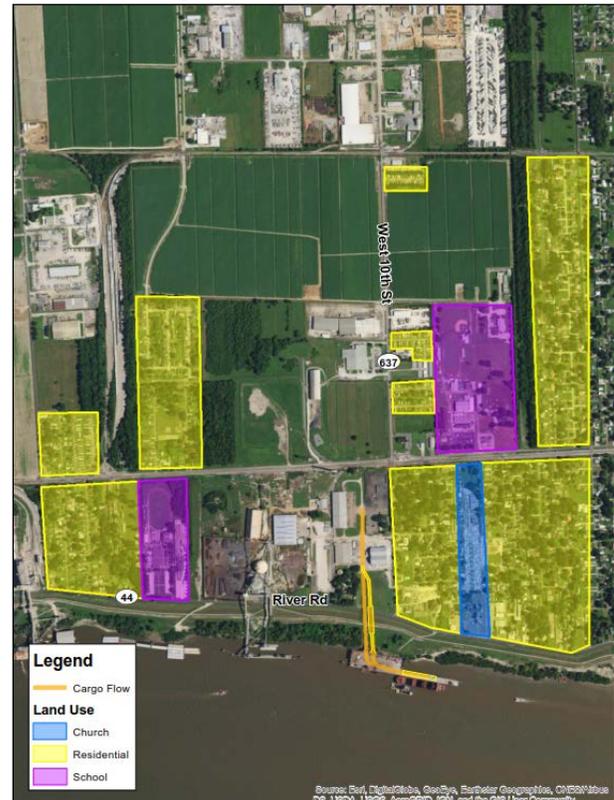
- ***On-dock Mobile Harbor Cranes (2):*** The Globalplex facility is currently equipped with two Manitowoc 2250 gantry cranes which were constructed in 1996 and installed at the Globalplex facility in 1999. Currently, in year 21 of the expected 20-year lifespan, these cranes are increasingly unreliable and break down one-to two-times monthly. Historical data shows the current average yearly downtime of the cranes is estimated at 380 hours, or approximately 16 days per year. This delay forces vessels to idle for hours while waiting for the cranes to be repaired before they can load or offload their cargo. In addition, when the cranes are working, they can only handle 25 to 30 tons per wheel. As part of the proposed Project, the POSL will replace the existing dilapidated gantry cranes with two new assembled-on-dock mobile harbor cranes. These new cranes are capable of handling up to a 120 ton single-lift with bulk cargo bucket grab, general cargo hook or container with spreader. The new cranes will be fully reliable for at least the first ten years. This will result in increased cargo throughput efficiency and capacity, as well as expansion of the types of commodities handled at this site, thus providing additional and expanded marketing opportunities, and allowing the POSL to meet increased demand.
- ***Dock Reinforcement:*** The Globalplex dock is currently designed to support the existing gantry cranes on a rail system which travels across the length of the dock. The new mobile harbor cranes will be tire-mounted, instead of rail-mounted, and will be capable of traveling across the dock near the riverside edge. Although the existing dock is designed for 1,000 pounds per square foot of live load, the typical dock framing is not adequate to support the wheel loads of the proposed mobile harbor cranes. The existing dock concrete slab and steel beams will need to be reinforced in order to accommodate the wheel loads of the new mobile harbor cranes. Final selection of crane manufacturer and chassis will influence the extent of structural retrofit required.

Figure 1 shows both the existing structures at POSL and the proposed Project components. Figure 2 shows the location of the existing school, church, and residential areas and their vicinity to the project. (See larger maps in the Attachments.)

Figure 1 Project Components



Figure 2 Project Location



Expected Users – At present, the primary industries affected most immediately by the proposed Project are cement, mineral ores, woodchips, garnet sand, and other heavy materials. However, it is expected that a variety of other industries, both domestic and foreign, will be more attracted to use the facility to transport finished cargo products from area expansions, once the transformative improvements included in this project are complete. This project will also facilitate the movement of containerized exports from nearby industry and the shipment containers on the Marine Highway

Transportation Challenges – As the largest tonnage port district in the United States, the POSL terminals receive cargo via deep draft vessels, barges, rail, and truck. Approximately 4,578 oceangoing vessels and 59,780 barges called at the POSL in 2016, making it the top-ranked port in the country for export tonnage and total tonnage.

Cargo throughput accounts for 10.2% of total U.S. Louisiana exports, respectively, with 67.6 million short tons of total throughput in 2016—more than any other port in North America. The 2016 state export data is not yet released by the Navigation Data Center Waterborne Commerce Statistics Center; however, in 2015, the Port of South Louisiana accounted for 48% of Louisiana exports. The POSL’s distinction as America’s largest tonnage port was underscored in 2016, as POSL set a new cargo volume record with 294.9 million short tons of total throughput (a 2.2 million short ton increase over 2015).

The cargo throughput of the POSL’s existing facilities accounts for 57% of total Louisiana exports, with growth in 2016 propelled by the handling of sugar and molasses (up 84%),

concrete and stone products (up 48%), maize (up 23%), and steel products (up 17%). This growth is expected to continue given the high demand from industries drawn to the Port's unique position at the convergence of deep draft navigation and the nation's inland waterway system. .

Within the Globalplex Facility, cargo has quadrupled since 2007, largely in part due to the continuous strides of the POSL to bring the facility to a state of good repair. In 2015, the Globalplex facility experienced 2.2 million tons of throughout, largely exports and imports. In 2016, the facility saw a slight drop to only 1.2 million tons. However, this is not a result of lack of development; the Port's existing dilapidated cranes are causing logistic failures, and exponentially increasing downtime. In Year 21 of what was anticipated to be a 20-year lifecycle, the cranes are overdue to be replaced. In 2015, the Port's stevedore, Associated Terminals, helped mitigate this issue by bringing in their own temporary on-barge cranes. However, these are not owned by the Port, and can only be brought to the Globalplex Facility when not in use at the stevedores other facilities. This pattern of cargo reiterates the need for intermodal improvements at the Globalplex Facility.

The economic impact of the POSL on the region cannot be overstated. The combination of POSL companies' capital spending and operational spending in 2013 supported 41% of all personal income and a notable 63% of all jobs in the region (Source: Economic Powerhouse on the River: The Economic Impact of Industries within the Port of South Louisiana Jurisdiction on the Louisiana and PSL Regional Economies). With its tremendous growth, the POSL has an ever-increasing need for infrastructure improvements. TIGER funds will allow the POSL to meet industry demands and continue to serve as a major economic driver of the region.

How the Project Promotes Ladders of Opportunity – The proposed Project will promote the DOT Ladders of Opportunity—Work, Connect, and Revitalize—primarily by creating jobs. Based on the Benefit Cost Analysis (BCA), in addition to temporary construction jobs provided by the proposed Project, there will also be 15 permanent jobs associated with the Project. The 15 maritime jobs range from \$55,000/year for four crane laborers, \$65,000/year for five equipment operators, \$70,000/year for three crane operators, and \$80,000/year for two crane supervisors, plus benefits. These jobs are considered high-paying for the region and, thus, will help to strengthen the community by providing greater economic stability to individuals and families. To make sure individuals are able to acquire the skills needed for these high-paying jobs, the POSL will work in tandem with South Central Louisiana Technical College (SCLTC) and River Parish Community College (RPCC) to provide on-the-job accelerated workforce training to enable unskilled workers to attain the specific skills they need.

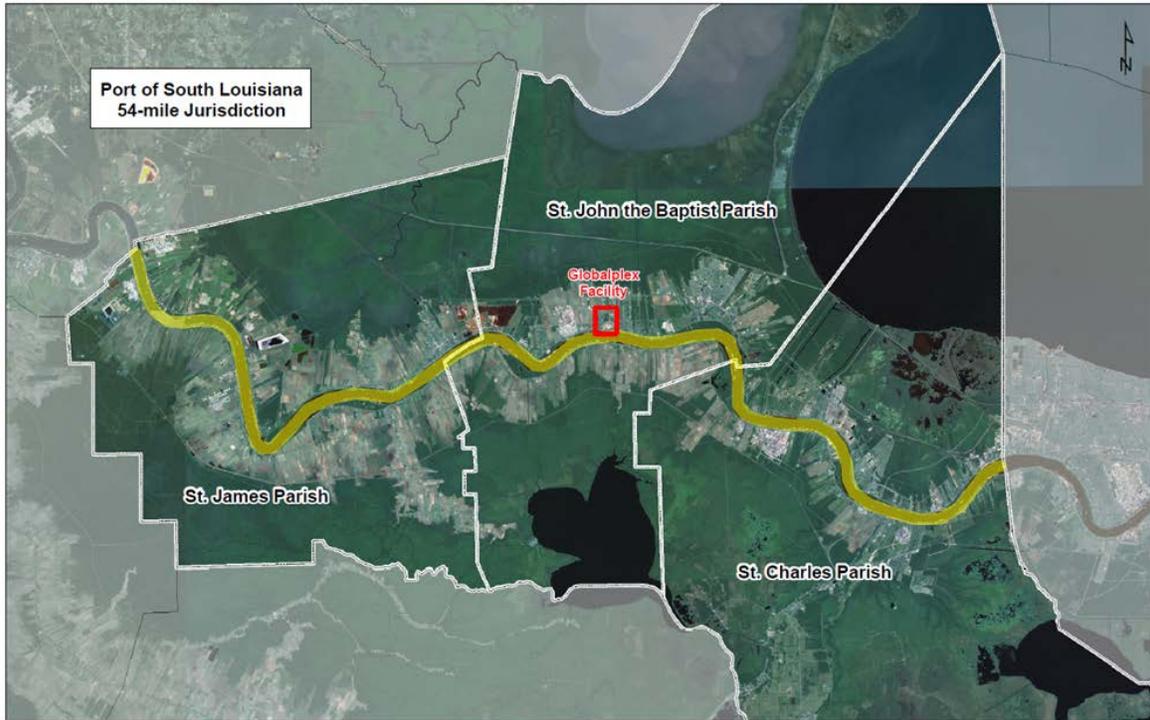
In addition, by providing a dock access bridge, dock reinforcement, and two on-dock mobile harbor cranes to facilitate the intermodal movement of goods, the Project will, quite literally, pave the way for business growth and vitality, increasing the productivity and reliability of cargo transport, and eventually leading to more affordable goods for U.S. consumers.

Project Location

The POSL is a deep-water port encompassing a 54-mile jurisdiction. It is situated in the immediate vicinity of the Gulf of Mexico, extending along the Mississippi River through three parishes (counties): St. Charles, St. John the Baptist, and St. James) from river mile 114.9 AHP (above head of passes), near the New Orleans International Airport (MSY), and continuing north to river mile 168.5 AHP, just north of Sunshine Bridge. In addition to its proximity to MSY, the

POSL has convenient access to major highways and rail lines. Figure 3 graphically illustrates the POSL jurisdiction/location.

Figure 3: POSL Jurisdiction



As illustrated by the **Table 1**, the population of the region is more diverse than the United States or the State of Louisiana as a whole. Thus, the jobs provided through the proposed **Project** will result in employment for underserved and minority populations.

Topic	United States	Louisiana	St. Charles Parish	St. James Parish	St. John the Baptist Parish
Total Population	316,515,021	4,625,253	52,639	21,650	44,161
Male	49.2%	48.9%	48.8%	48.2%	48.6%
Female	50.8%	51.1%	51.2%	51.8%	51.4%
White	73.6%	62.8%	70.6%	48.7%	42.1%
Black	12.6%	32.1%	26.3%	50.3%	54.3%
American Indian/Alaska Native	0.8%	0.6%	0.2%	0.1%	0.1%
Asian	5.1%	1.7%	1.1%	0.1%	0.5%
Native Hawaiian/Pacific Islander	0.2%	0.0%	0.0%	0.0%	0.3%
Two or more races	3.0%	1.8%	1.1%	0.6%	1.8%
Hispanic	17.1%	4.7%	5.6%	1.5%	5.3%
High School Graduate or Higher	57.9%	54.8%	57.2%	56.3%	53.7%
Bachelor's Degree or Higher	19.9%	14.8%	13.3%	9.5%	10.7%
Persons in Poverty	15.5%	19.8%	11.8%	18.0%	18.2%

Source: US Census Bureau, 2015 ACS 5-year Estimates

Project Parties

Governed by a board of nine commissioners, the POSL stretches 54 miles along the Mississippi River, with facilities in the three-parish area of St. Charles, St. John the Baptist, and St. James Parishes (Counties). If the TIGER grant is awarded, the POSL will be the recipient and lead agency. The Board of POSL is made up of the following Commissioners:

- Paul Robichaux, President, appointed by Louisiana Governor (St. Charles Parish)
- Joseph M. Scontrino, III, Executive Vice-President representing St. John the Baptist Parish
- Joseph Murray, III, Treasurer, appointed by Louisiana Governor (St. Charles Parish)
- Stanley Bazile, Secretary, representing St. James Parish
- Kelly Buckwalter, Vice-President representing St. Charles Parish
- Robert Roussel, appointed by Louisiana Governor (St. James Parish)
- Patrick C. Sellars, Vice-President representing St. John the Baptist Parish
- Judy B. Songy, Vice-President representing St. John the Baptist Parish
- Whitney Hickerson, Vice-President representing St. James Parish

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Another active partner in this project is Associated Terminals, LLC (the stevedores who have been managing the Globalplex facility since 2001). The POSL has an excellent working relationship with Associated Terminals, which is responsible for the transportation, receipt, delivery, interchange, storage, and documentation of maritime cargoes to-and-from the POSL. The POSL has been very pleased with Associated Terminals' maintenance and operation performance, and recently entered into a contract with the company to extend services in three-year increments potentially for the next 24 years (on a 27 year lease). All of the transformative improvements included in the Project will be well cared for with Associated Terminals at the helm.

Although not active partners, many other agencies and individuals are in strong support of this project. Several members of the Congressional and State Legislative Delegations, as well as the Chamber of Commerce, Parish Presidents, local industries, American Association of Port Authorities (AAPA) and other ports in Louisiana have provided letters of support for this project.

Grant Funds and Sources/Uses of Project Funds

The estimated, undiscounted construction cost of the Globalplex Intermodal Efficiency Improvements Project is \$37,634,000. TIGER funding requested equals \$16,295,000 or 43.5%. The POSL is proposing \$21,364,000 (56.8%) in local matching funds. However, some of these funds are not considered eligible match as they will have been expended prior to the TIGER agreement would be executed. Of those funds that are eligible, the POSL is proposing 51.1% in local matching funds. **Table 2** lists the costs for each component and reflects the percentage of the TIGER funds request:

Table 2: Globalplex Intermodal Efficiency Improvements Project TIGER and Matching Funds (TOTAL PROJECT)					
Item	Project Total				
	TIGER Funds		Match Funds		Total
	Amount	%	Amount	%	Amount
Design/NEPA	\$0	0.00%	\$3,115,000	14.58%	\$3,115,000
Access Bridge	*\$11,933,000	*73.34%	*\$24,000	*0.11%	*\$11,957,000
Dock Reinforcement	\$2,215,000	13.61%	\$9,335,000	43.70%	\$11,550,000
Cranes	\$2,123,000	13.05%	\$8,889,000	0.00%	\$11,012,000
TOTAL	\$16,271,000	100.00%	\$21,364,000	100.00%	\$37,634,000

Table 3: Globalplex Intermodal Efficiency Improvements Project TIGER and Matching Funds (ELIGIBLE FUNDS)							
Item	Funds Anticipated to be Spent Prior to Agreement		Eligible Funds				
	Match Funds		TIGER Funds		Match Funds		Total
	Amount	%	Amount	%	Amount	%	Amount
Design/NEPA	\$2,042,000	46.92%	\$0	0.00%	\$1,073,000	6.31%	\$1,073,000
Access Bridge	*\$0	*0.00%	*\$11,933,000	*73.34%	*\$24,000	*0.14%	*\$11,957,000
Dock Reinforcement	\$2,310,000	53.08%	\$2,215,000	13.61%	\$7,025,000	41.29%	\$9,240,000
Cranes	\$0	0.00%	\$2,123,000	13.05%	\$8,889,000	52.25%	\$11,012,000
TOTAL	\$4,352,000	100.00%	\$16,271,000	100.00%	\$17,012,000	100.00%	\$33,282,000

The cranes have been approved and added to the 2016-17 Recommended Construction Program Continuing Projects list for the Port Construction and Development Priority Program. The Port Construction and Development Priority Program (PPP) will fund up 90% of construction of the mobile harbor cranes, with the Port of South Louisiana funding the remaining percentage of construction, as well as engineering. There is a per-port state limit on the amount of funding that can be on the PPP list each year; as such, the Cranes are currently listed as an \$8,000,000 project. However, there will be opportunity to increase this funding to 90% of construction. The POSL will work with the State to achieve the highest local match possible; in this document however, the match is assumed to remain at \$8,000,000 to be conservative. The PPP program received limited funding from the Louisiana Department of Transportation and Development (LADOTD) each year. As such, it could be several years until the promised funding is received.

The POSL intends to utilize private bonds and a reimbursement agreement with the State of Louisiana to begin final design and construction prior to the availability of PPP funding. However, without TIGER funding these improvements will not be made for five or six years, which will be needed to acquire the remaining portion of funds.

These authorized sources of revenue will be used as match for the TIGER IX grant. **Table 3** provides the funding amounts listed by source, separated by Engineering/Design and Construction.

Table 4: Globalplex Intermodal Efficiency Improvements Project Funding Amounts						
Source	Engineering and Design	Construction	Total Funding Amount	% of Total	Eligible Funds	% of Total
Requested TIGER Funding	\$0	\$16,271,000	\$16,271,000	43.2%	\$16,271,000	48.9%
Port Priority Program Funding	\$0	\$16,402,000	\$16,402,000	43.6%	\$14,092,000	42.4%
POSL PPP Local Match	\$3,115,000	\$1,822,000	\$4,938,000	13.1%	\$2,896,000	8.7%
Capital Outlay CEA	*\$0	*\$24,000	*\$24,000	*0.1%	*0	*0.0%
TOTAL PROJECT COST	\$0	\$0	\$0	0.0%	0	0.0%

POSL has extensive experience in successfully managing every aspect of federal grants. Past federal grants successfully completed by POSL, including projects as well as those still in progress, are:

Table 4: Federal Grants Successfully Managed by POSL			
Award	Amount	Description	Completed
EDA Grant	\$446,890	Globalplex Southside Property Rail Project	05/1997
HUD CDGB Grant	\$988,785	Internal Roadway	12/2003
EDA Grant	\$900,000	Rail Spur North Property, Phase I & Switch	09/2005
FEMA PSGP 2006	\$92,238	Security Patrol Vehicle; Communication Surveillance	2008
FEMA PSGP 2007	\$1,300,000	Maritime Security Operations Center and Installation of Computer Servers	05/2012
FEMA PSGP 2009	\$1,695,189	Communication Towers and Mariner Software	2012
FEMA PSGP 2010	\$618,589	Barge and Response Staging Site	2013
FEMA PSGP 2011	\$3,500,000	Fire Boat	06/2015
FEMA PSGP 2012	\$1,142,000	Communications Upgrades	06/2015
FEMA PSGP 2013	\$416,448	Security Cameras and Software	06/2015
FEMA	\$175,287	Scale House	07/2013
FAA AIP 2009 Grant #13	\$611,784	Rehabilitate Runway 17/35 Lighting	2010
FAA AIP 2010 Grant #14	\$161,500	Conduct Airport Action Plan	12/2015
FAA AIP 2014 Grant #15	\$270,000	Update Airport Layout Plan; Conduct Approach Study	12/2015
EDA	\$250,000	Container Strategic Planning and Market Study	1/2017
FEMA PSGP Grant 2017	\$665,199	TWIC Reader, Cyber Security & Sustaining Systems	-

The POSL is able to use its own resources to leverage local and state funding partnerships to match TIGER funding but POSL cannot complete this project without this critical federal support. In fact, without TIGER grant funding POSL would likely need 10 years, at a minimum, to accumulate funding reserves that would be adequate to fully fund the construction aspects of this Project. Existing and potential marine-related operations would likely be lost if the dock access bridge, dock reinforcement, and mobile harbor cranes are not completed.

Merit Criteria

Primary Selection Criteria

State of Good Repair

The redevelopment of Globalplex Intermodal Terminal, a one-of-a-kind public facility, is guided by a master plan that focuses on the dynamic needs of today's shippers and manufacturers. Flexibility, efficiency, and connectivity are the hallmarks of the project and represent a significant improvement over existing systems. The facility is operated and maintained by Associated Terminals (project partner), which has an excellent history of acquiring and overseeing tenants, as well as maintaining the condition of the facility to ensure it remains viable and meets the needs of the POSL well into the future. The volume of cargo passing through the system provides a steady stream of revenue to ensure operations and maintenance are sustainable. The variety of funding opportunities identified for various components of the project, with assistance from the TIGER program, will properly capitalize the project up front, and will help to ensure the facility reaches optimum capacity.

All components within the proposed Project have been or will be designed and constructed to ensure long-term resilience, extending the useful life of the facility. Associated Terminals will be responsible for the operations and maintenance of the Globalplex facility and its improvements, ensuring they remain in a state of good repair. The company has demonstrated in the past that it has the ability and programs necessary to extend the useful life of the facility as a result of company diligence, and can be expected to apply those same principles to the proposed Project expansion. By constructing a new high-capacity dock access bridge, and reinforcing the existing dock, the Project will increase the useful life of the facility for 50 years; and as a result of constructing new mobile harbor cranes, the project will increase the useful life of the complete facility by 30 years.

The mission statement for the POSL includes “promoting maritime commerce.” This important objective will be addressed with the proposed Project, and will increase the POSL throughput volume. These benefits are wholly consistent with the word and spirit of the POSL’s Master Plan and mission statement. Even with the expansion of the Globalplex facility, the ongoing costs of repair and maintenance of the facility are not expected to be adversely affected by this project, as all the components represent upgraded or new elements. Increasing the services and capacity at the Globalplex facility, will allow more productive vessel calls, greater flexibility with modal choices, and allow for further economic development of the Port.

- *Bridge Maintenance Savings:* As result of this project, shifting freight from many small trucks to fewer fully-loaded, large “off-road” trucks reduces access bridge and roadway wear and tear. The Highway Marginal Pavement Maintenance cost per truck mile was \$0.031 for 40 kip 4 axle trucks in 1997, according to the U.S. Department of Transportation Federal Highway Administration (FHWA)’s Addendum to the 1997 Federal Highway Cost Allocation Study Final Report, prepared in May 2000, www.fhwa.dot.gov/policy/hcas/addendum.htm. Approximately 6.6 million vehicle miles traveled (VMT) in truck traffic is reduced by increasing the capacity of the access bridge to allow larger, fully loaded trucks to operate at Globalplex.

The present value of the net benefits on bridge maintenance costs of this shift is estimated at \$105,000 over the entire 30-year project period using a 7% discount rate. A detailed description of the anticipated benefits can be found in the Benefit-Cost Analysis (BCA) which has been included as an attachment to this application.

- *Reduced Maintenance Costs*—Replacing the existing cranes will reduce the frequent maintenance and downtime currently required to keep them in operation, thus positively impacting cargo flow at Globalplex. In addition, the POSL’s maritime operator, Associated Terminals, uses mobile harbor cranes (the same type as will be installed at POSL) at many ports throughout the United States and, therefore, stockpiles parts for fast replacement. As a result, \$20.5 million in reduced crane maintenance is estimated to occur over the 30 year project life, when discounted at 7%.
- *Reduced Energy Consumption* – Energy consumption will be reduced through modern efficiencies built into the new cranes. It is estimated that \$6.8 million in reduced crane energy operation costs will be experienced over the 30-year project period using a 7% discount rate

The following chart demonstrates the operating efficiency comparisons between the existing and proposed cranes.

Table 7: Operating & Maintenance Comparisons – Old and New Cranes		
Item	New	Old
Repairs and Maintenance per Ton Cost	\$0.19	\$1.15
Energy Per Ton Cost	\$0.15	\$0.47
Tons Per Working Hour	454	195
Change Between Bucket & Hook	20 minutes	4 to 6 hours

Economic Competitiveness

The proposed Project will measurably contribute to the long-term growth in permanent employment and production, and will create high-value economic activity for the local economy and region by increasing efficiencies and expanding the current range of markets within the United States. The project will attract additional foreign imports, particularly due to the completed widening of the Panama Canal.

As a result of reduced crane downtime, and truck delay associated with single-lane movement of small trucks on the dock access bridge, the following benefits will be experienced:

- *Truck Traffic Fuel Cost Savings* – A reduction in truck vehicle miles traveled, as a result of reduced VMT realized through switching to larger, more efficient trucks, and a more timely cargo flow pattern, will allow the project to experience \$43,000 in fuel savings over the 30 year period utilizing a discount rate of 7% . .
- *Vessel Bunker Fuel Costs* – Replacing the unreliable cranes will reduce the amount of Bunker Fuel (MGO) consumption while vessels idle as they wait for cranes to be repaired. The present value of the net benefits of reduced fuel consumption is estimated at \$1.1 million discounted at 7%.
- *Truck Driver Travel Time Savings* – The reduction in the number of trucks it will require to unload or load a single vessel, as well as a more efficient flow of cargo, will allow reduced delay for truck drivers within the Port. The present value of the net benefits of reduced truck delay is estimated at \$10.7 million discounted at 7%.
- *Crane Reliability Vessel Crew Travel Time Savings* – The replacement of the unreliable aging cranes will reduce the time that vessels must idle waiting for the cranes to be repaired before they can load or offload their cargo. This reliability results in travel time savings for

the vessel crew. The present value of the net benefits of the decreased travel time is estimated at \$4.8 million over the 30-year project period.

- *Crane Efficiency Vessel Crew Travel Time Savings* – In addition to increased reliability, Associated Terminals has conducted a feasibility study, which determined that loaded and unloading time is significantly reduced as a result of the newer, more efficient cranes. The present value of the net benefits of the decreased travel time is estimated at \$58.2 million over the 30-year project period

Population Demographics/Unemployment and Poverty – The FHWA Supplemental Guidance on the Determination of Economically Distressed Areas Under the Recovery Act (August 24, 2009) states that an area is considered economically distressed if the unemployment rate is 1% or more greater than the national average unemployment rate or if it has a per capita income of 80 percent or less of the national average. According to the 2015 American Community Survey five-year estimates, an economically distressed area must have an unemployment rate greater than 9.3% or a per capita income of less than \$23,144.

As shown in **Table 5**, all three Census Tracts immediately adjacent to the POSL are economically distressed areas. Additionally, the entire parish is economically distressed in both St. James and St. John the Baptist Parishes. In addition to being classified as economically distressed, two of the Census Tracts immediately adjacent to Globalplex have a percentage of impoverished persons of 39.4% and 38.4%, which is more than double the national average of 15.5%.

Comparing the weighted average for the three adjacent Census Tracts (706, 707, and 708) with total population shows that the unemployment rate for this “project area” is more than 1% greater than the national average, and the per capita income is less than 80% of the national average.

DP03: Selected Economic Characteristics	2011 - 2015 American Community Survey Five-Year Estimates							
	Census Tracts			St. Charles Parish	St. James Parish	St. John the Baptist Parish	LA	United States
	706	707	708					
Median household income	37,120	48,008	37,450	59,990	51,107	50,921	45,047	53,889
Per capita income	19,846	22,945	16,745	27,247	24,071	22,660	24,981	28,930
% of People in Poverty	38.40%	12.10%	39.40%	11.80%	18.00%	18.20%	19.80%	15.50%

Job Creation: The Globalplex facility upgrade and expansion will result in significant benefits realized through preserving and creating high-quality jobs. A March 2015 study, *Economic Powerhouse on the River: The Economic Impact of Industries within the Port of South Louisiana Jurisdiction on the Louisiana and PSL Regional Economies*, provides the following: \$1.8 billion in earnings of households in the Port region are supported either directly or indirectly by Port companies, which is 41% of all personal income in the three parishes. It further notes that wages created by Port companies are 36% higher than the average wage in the state. This is significant when considering that the number of persons living below poverty levels in both St. James Parish and St. John the Baptist Parish is above the national average. Bringing temporary job-years, permanent jobs, and economic development to this area will aid local residents through supportive and induced employment opportunities. The temporary job-years created with this

project are valued at \$76,923 annually and the permanent jobs are valued between \$55,000 and \$80,000 plus benefits, both of which are higher than the per capita income and median household incomes in the project vicinity.

Through increased capacities, efficiencies, and productivity, the proposed Project will generate significant increase in tonnage handled through Globalplex. This will expand the economic competitiveness of the region by continuing to support those who currently rely on the facility for their incomes, either directly or indirectly, as well as add additional opportunities for those who will fill the many additional jobs created by the project. Jobs projected to be added as a result of this project include:

Table 6: Job Types and Number of Employees	
Job Type	Number of Employees
Temporary – Construction – Job Years	489
Permanent – Cranes – Job	15

Of the 489 temporary private sector job-years projected, 314 of those are direct and indirect jobs, while 175 are induced. The permanent jobs created include five crane laborers, five equipment operators, two crane supervisors, and three crane operators. The present value of the net total payroll effects of job creation resulting from this project is estimated at \$33.1 million over the entire 30-year project period, using a 7% discount rate, and \$43.1 million discounted at 3%. A detailed description of the anticipated impacts can be found in the BCA Memorandum, which has been included as an attachment to this application.

Consistent with the FHWA job creation guidelines, temporary construction job creation was estimated by assuming that each \$76,923 of government spending creates one job-year. Of this, 64% of the job-year estimate represents direct and indirect effects, and 36% represents induced effects.

Using this methodology, the capital expenditures proposed will generate 489 job-years, with 315 direct and indirect jobs and 175 induced jobs within the 30-month timeframe required for design and construction. These are temporary, construction-related jobs. The induced employment opportunities generated by the project improvements will generate a need for ancillary support services. Supportive and induced economic opportunities include: trucking and delivery of supplies, equipment leasing and maintenance, food service, hospitality and entertainment services, and others.

The 15 permanent jobs created include five crane laborers, five equipment operators, two crane supervisors, and three crane operators, resulting in 954 job-years over the 30-year life of the project.

Quality of Life

The Project improves efficient access to an integrated intermodal transportation system, interfacing barge and vessel freight to staging areas, highways, and rail lines. As efficiency is improved, and capacity is freed, additional economic development can take place at the Globalplex facility.

Two keys to livability within the parishes of the South Louisiana river region are (1) economic development through improved Maritime transportation efficiency and (2) job growth. In particular, this Project seeks to provide:

- More efficient inter-facility movements to reduce dependence on oil and promote public health by improving air quality and reducing noise pollution.
- Align federal policies and funding to leverage new monies and increase effectiveness of programs to plan for future growth.

Because of the efficiencies created with the construction of all the components of this project, freight transportation through POSL will become more affordable. The decrease in truck traffic across the high-capacity Access Bridge and Road will have a direct positive, long-lasting effect on the residents and businesses in the immediate vicinity of the Globalplex facility.

Finally, by enhancing connections for improved access to the only public facility within the POSL, this Project will maintain the status of the POSL as the largest tonnage port district and the premier gateway for U.S. export and import traffic.

Environmental Sustainability

The proposed Project champions environmental sustainability by reducing the carbon footprint of regional and national transportation systems. The goal of the proposed Project is not only to meet the needs of today, but also anticipate the needs of the future while still striking an environmental balance. The Project takes into account long-term growth and is not anticipated to have any negative environmental effects. Environmental sustainability highlights include:

- *Reduced Truck Emissions* – The POSL’s capacity to handle and transport increased cargo loads will substantially improve, thereby reducing greenhouse gas emissions when more trucks are taken off the road through the increased opportunity to use fully loaded, “off-road” large trucks. According to data reported by David Forkenbrock in “External Costs of Truck and Rail Freight Transportation,” published by the University of Iowa, total emissions for Class VIIIA and VIIIB trucks were calculated for the Project. Over the 30-year period, the full completion of the project would result in an avoidance of 15 tons CO₂, 3 tons of PM₃, 3 tons of VOCs, and 61 tons of NO_x. The present value of these net benefits is estimated at \$605,000 using a 7% discount rate.
- *Reduced Vessel Emissions* - Emission reduction benefits will also be realized via the replacement of the unreliable aging cranes, which will reduce the time that vessels must idle waiting for the crane to be repaired before they can load or offload their cargo. This reliability results in reduced emissions from the vessel as it idles nearby. The present value of the net benefits of the decreased emissions is estimated at \$25.3 million over the 30-year project period, using a 7% discount rate.

Safety

Shifting freight from smaller trucks to larger, fully loaded “off-road trucks improves safety through significant reductions in the number of miles traveled by trucks carrying freight. According to data reported by the National Highway Truck Safety Association (NHTSA), large trucks were involved in 4,050 fatal and 87,000 injury crashes in 2015 over 278.8 billion truck VMT. Using this data, and the recommended value of statistical life guidance within the TIGER IX BCA Guidance document, a crash cost per mile for large trucks was calculated to be \$0.19 per VMT. By shifting from smaller trucks to high-capacity, large “off-road” trucks that will be fully loaded, the access bridge reduces truck VMT by 6.6 million over the 30 year project life. Using the \$0.19 per VMT crash cost, the present value of the net safety benefits of reducing

truck VMT at the Globalplex facility is estimated at \$764,000 over the entire 30-year period, using a 7% discount rate.

Other significant safety improvements included in this project are contained within the new mobile harbour cranes which have enclosed ropes and electrical systems, as well as a hydraulic system-supported boom. This provides a much safer and more reliable environment for all workers in close proximity to the cranes in comparison to the current Manitowoc gantry cranes, which have open ropes and electrical systems, and only a cable-supported boom.

The intermodal improvements at the Globalplex facility is an infrastructure upgrade that will improve the functional capability on the top-side and integrity of supporting infrastructure, while enabling future innovations related to vessel operations, environmental quality and resiliency. Safety is of the utmost importance and is a priority carried through from project design to project implementation for the construction of mobile harbor cranes, dock reinforcement, and the dock access bridge.

All of these benefits will have positive impacts on all populations, including those who are economically disadvantaged, senior citizens, and persons with disabilities, as the safer transportation of freight will make goods, commodities, and services more readily available.

Secondary Selection Criteria

Innovation

The Globalplex Intermodal Efficiency Improvements Project will employ state-of-the-art technology to maximize the functionality and efficiency of the project to yield the greatest return on public investment in this port infrastructure. By shifting from the traditional rail mounted gantry cranes to highly efficient mobile harbor cranes, the facility is increasing efficiency, improving capacity, and reducing operations and maintenance costs. Additionally, the proposed new dock access bridge will have a live load capacity to enable fully loaded trucks to travel back-and-forth between the dock and landslide facilities. It will be designed and constructed to support 1,000 lbs. per square foot of live loading and heavy truck axle weights, typical of heavy industrial demands, allowing businesses that transport heavy cargo to access the Globalplex terminal more efficiently, promoting regional economic development.

The project's investments will replace and rehabilitate obsolete assets. Examples of how the Project Partners utilize innovation to deliver the Project:

- Increasing Port and customer productivity utilizing more efficient cargo flow patterns and equipment, solving existing operational bottle necks, and encouraging logistics partners to define industry-recognized best management practices,
- Growing economic development opportunities in partnership with existing customers and local industry, and
- Creating effective, best in class solutions to maritime issues

Partnership

The POSL will partner with private terminal operators, United States Department of Transportation, Louisiana Department of Transportation, and the Regional Planning Commission to complete the proposed project successfully and attract foreign and domestic commodities to increase international commerce at the port.

Associated Terminals manages and maintains the Globalplex facility and, as a private partner, has been directly involved in the planning of this project. The company assisted in identifying

the needs as well as prioritizing which facility upgrades were the most pressing and, thus, should be included in this request for funding. Associated Terminals also provided recommendations regarding the design of the various components of the project. The company will continue to play a key role in near-term/long-term asset performance.

Results of Benefit-Cost Analysis

Table 8: Assumptions used in the BCA					
Current Status / Baseline & Problem to Be Addressed	Change to Baseline / Alternatives	Type of Impacts	Pop. Affected	Economic Benefits	Summary of Results
Existing dilapidated gantry cranes require maintenance and induce 24 hours of downtime approximately 1-2 times monthly. Existing gantry cranes load minimal tons per hour.	Crane efficiency and reliability increases.	Throughput can be loaded and unloaded faster. Vessel idling and delay is reduced. Cargo throughput is reliable.	Residents immediately adjacent to Globalplex experience cleaner air due to reduced emissions. Adjacent US Census Tracts have a total population of: 8,415. Vessel crews, crane operators, and truck drivers experience reduced travel time.	See Table 9	\$74.6 million in benefits
Small trucks transporting cargo from the dock to warehouses and staging facilities are loaded only partially full due to the low capacity of the existing dock access bridge. In the event of maintenance, there is no other access to the dock.	A second dock access bridge is constructed with the ability to withstand heavier hauls, such as large, fully loaded trucks.	Reduced VMT due to more efficiently loaded trucks. Reduced loading and unloading delay.	Residents immediately adjacent to Globalplex experience cleaner air due to reduced emissions. Adjacent US Census Tracts have a total population of: 8,415. Vessel crews, crane operators, and truck drivers experience reduced travel time.	See Table 9	\$12.6 million in benefits

The Globalplex Intermodal Efficiency Improvements Project will consist of the construction of a high-capacity dock access bridge, two on-dock mobile harbor cranes, and dock reinforcement. The Project will promote environmental sustainability by reducing the carbon footprint of regional and national transportation systems, quality of life by reducing noise pollution, economic competitiveness by reducing fuel costs and incurring travel time savings, sustainability by reducing vessel idling and truck emissions, and safety through reduced truck VMT—thus providing significant monetary benefits.

The Project is of national significance as it will facilitate the movement of marine cargo, stimulate international commerce, and create short term and long term jobs at America’s largest tonnage port.

The **Table 9** itemizes the BCA score (3.88) for the project. The BCA score was computed using the present value of benefits and costs over a life-cycle of 30 years. The project life of 30 years was chosen to reflect the useful life of the components of the project: the mobile harbor cranes have an anticipated useful life of 30 years, while the dock reinforcement and dock access bridge have an anticipated useful of 50 years.

Table 9: Benefit Cost Analysis Summary – 7% Discount Rate		Total
State of Good Repairs		\$1,059,000
	Access Bridge Reduced Maintenance	\$105,000
	Residual Value	\$955,000
Economic Competitiveness		\$69,407,000
	Reduced Surface Transportation Fuel Consumption	\$891,000
	Reduced Bunker Fuel Consumption	\$1,885,000
	Vessel Crew Travel Times Savings (Crane Reliability)	\$4,677,000
	Truck Driver Travel Times Savings (Bridge Improvements)	\$10,701,000
	Vessel Crew & Crane Operator Travel Time Savings (Crane Efficiency)	\$51,253,000
Quality of Life		\$60,000
	Reduced Noise	\$60,000
Sustainability		\$17,183,000
	Reduced Surface Transportation Emission Costs	\$368,000
	Reduced Vessel Idling Emission Costs	\$16,815,000
Safety		\$430,000
	Access Bridge Safety Improvements	\$430,000
Total Benefits		\$88,141,000
Total Cost		\$31,443,000
	Project Costs	\$31,443,000
BCA Score		2.80

Project Readiness

The NEPA review process for this project will run concurrently with the final design engineering. A Categorical Exclusion (CE) for the project is anticipated in three to six months. Based on review of the Federal Highway Administration regulations, the project should fall under a CE. Globalplex is within an industrial area and there are no environmental challenges at the site. Also, the site has been certified for development by the State of Louisiana based upon a wetlands survey and cultural resources survey; there are projects within Globalplex within the few hundred yards of the proposed Project that have been recently constructed.

In addition to the NEPA CE, the Fire Code permit is the only other permit required and should easily be attainable well before construction begins. All required State of Louisiana and legislative approvals have been received.

Statement of Work – A statement of work summarizing the three major project components and their supporting infrastructure improvements follows here:

Access Bridge

- **Description:** Construction of a second dock access bridge designed and constructed to support 1,000 lbs. per square foot of live loading and heavy truck axle weights. The bridge will increase access to the General Cargo Dock and Finger pier, facilitating a more fluid and efficient loading and unloading process. Construction will also include the creation of an access road within the Globalplex property allowing access from the new dock access bridge directly to warehouses and staging areas.
- **Design Features:** Railing, One hundred sixty (160) 120' long piles, one (1) bents, fifteen (15) 8' slabs, and one (1) 70' girder will be used in the construction of the dock access bridge. Additionally, a direct corridor within Globalplex, including ramping over necessary infrastructure, will be constructed to the bridge.
- **Cost:**
 - Construction - \$11,957,000

- Design - \$1,050,000
- Total - \$13,030,400
- TIGER Funding – \$11,932,531

Cranes

- *Description:* To replace aging cranes that have become extremely unreliable, the POSL proposes adding two new tire mounted mobile harbor cranes to Globalplex. The POSL has a long-term lease in place with the existing dock operators, Associated Terminals. These operators have done extensive research to prove the superiority of the mobile harbor cranes. Not only are they much more efficient than the existing cranes, but they will also match the existing Associated Terminals crane fleet. The construction of the mobile harbor cranes will not require additional training for the crane operators and it will allow for parts to be interchanged with other cranes in the event of a breakdown.
- *Design Features:* Two mobile harbor cranes, installation and assembly of the cranes on the Globalplex dock, dock modifications, including electrical wiring and computer updates, as well as structural support upgrades
- *Cost:*
 - Construction - \$11,012,000
 - Design - \$992,000
 - Total - \$12,004,000
 - TIGER Funding – \$2,123,111

Dock Reinforcement

- *Description:* The Globalplex dock is currently designed to support the existing gantry cranes on a rail system which travels across the length of the dock. The new mobile harbor cranes will be tire-mounted, instead of rail-mounted, and will be capable of traveling across the dock near the riverside edge. Although the existing dock is designed for 1,000 pounds per square foot of live load, the typical dock framing is not adequate to support the wheel loads of the proposed mobile harbor cranes. Final selection of crane manufacturer and chassis will influence the extent of structural retrofit required.
- *Design Features:* Reinforcement of the existing dock concrete slab and steel beams to accommodate increased wheel load along the path of the two new mobile harbor cranes, and the anticipated large, “off-road” trucks.
- *Cost:*
 - Construction - \$11,550,000
 - Design - \$1,050,000
 - Total - \$12,600,000
 - TIGER Funding – \$2,215,000

Technical Feasibility – During the planning process for this project, all components and the project as a whole were evaluated and found to be technically feasible. The feasibility study and preliminary engineering have been completed and final design of some components will begin late 2017. Additional components will begin final design once TIGER IX funding is available. All design standards and guidelines for the various elements of the proposed project, including but not limited to American Association of State Highway and Transportation Officials (AASHTO), and others will be followed, and quality-control processes will be monitored closely to ensure the highest standard of care has been adhered to.

In order to demonstrate accountability and transparency, the POSL and its project partners will work with the United States Department of Transportation on the development and implementation of a plan to collect information and report on the project’s performance with respect to the relevant long-term outcomes that are expected to be achieved through construction of the proposed project.

The Project’s success can be measured by a reduction in vessel idling time, and truck gate movements at the Globalplex facility. Additionally, as the Port improves efficiency, it is likely to improve throughput.

Financial Feasibility – The POSL has strong financial capabilities, as evidenced by successfully managing multiple federal, state, and local grants over the years, including eight federal FEMA and FAA grants since 2009. More information is included in Section D. The POSL has secured funding for 56.8% of estimated total project costs, and 51.1% of eligible funds. Combined with TIGER IX funding, the project’s construction will be financially feasible. All projected costs for the various components are current estimates gathered from the appropriate vendors; a contingency is built into the budget since engineering and design is yet to be completed. All maintenance of the Globalplex facility is covered by the private sector through revenue received from port tenants. The following is a cost estimate by project component with specific match identified.

Item	Funds Anticipated to be Spent Prior to Agreement		Eligible Funds				
	Match Funds		TIGER Funds		Match Funds		Total
	Amount	%	Amount	%	Amount	%	Amount
Design/NEPA	\$2,042,000	46.92%	\$0	0.00%	\$1,073,000	6.31%	\$1,073,000
Access Bridge	*\$0	*0.00%	*\$11,933,000	*73.34%	*\$24,000	*0.14%	*\$11,957,000
Dock Reinforcement	\$2,310,000	53.08%	\$2,215,000	13.61%	\$7,025,000	41.29%	\$9,240,000
Cranes	\$0	0.00%	\$2,123,000	13.05%	\$8,889,000	52.25%	\$11,012,000
TOTAL	\$4,352,000	100.00%	\$16,271,000	100.00%	\$17,012,000	100.00%	\$33,282,000

As demonstrated above, TIGER grant funding is necessary to enable the POSL to complete all components of the Globalplex Intermodal Efficiency Improvements Project. **Table 11** shows a more detailed cost estimate.

Table 11: Detailed Cost Estimate				
Item Description	Quantity	Unit of Measure	Unit Cost	Item Total
Access Bridge & Inter-facility Heavy-Load Access Road				
Railing	1	Lump	\$238,853	\$239,000
120' Long Piles	160	Each	\$13,812	\$2,210,000
Bents	1	Each	\$724,060	\$724,000
8" Slabs	15	Each	\$103,217	\$1,548,000
70' Girders	1	Each	\$1,445,422	\$1,445,000
Incidentals	1	Lump	\$568,126	\$568,000
Rehabilitation of Bridge	1	Lump	\$3,000,000	\$3,000,000
Contingency (10%)	1	Lump		\$973,000
Subtotal – Access Bridge Construction				\$10,707,000
Subtotal – Access Bridge Design				\$973,400
Subtotal- Access Bridge				\$11,680,400
Access Road with Ramp	1	Lump	\$1,000,000	\$1,000,000
Contingency (25%)	1	Lump		\$250,000
Subtotal – Inter-facility Access Road Construction				\$1,250,000
Subtotal – Inter-facility Access Road Design				\$100,000
Subtotal - Access Road				\$1,350,000
TOTAL – Access Bridge & Road Construction				\$11,957,000
TOTAL – Access Bridge & Road Design				\$1,073,400
TOTAL- Access Bridge & Road				\$13,030,400
Dock Reinforcement				
Dock Modifications	1	Lump	\$8,500,000	\$10,500,000
Contingency	10%	Lump	\$1,050,000	\$1,050,000
Subtotal – Dock Reinforcement Construction				\$11,550,000
Subtotal – Dock Reinforcement Design				\$1,050,000
TOTAL – Dock Reinforcement				\$12,600,000
Cranes				
Terex-Gottwald 6407 Series Crane	2	Each	\$3,900,000.00	\$7,800,000
Installation	1	Lump	\$1,560,000.00	\$1,560,000
Dock Modifications	1	Lump	\$560,000.00	\$560,000
Contingency (25%)	1	Lump	\$1,092,000.00	\$1,092,000
Subtotal – Cranes Construction				\$11,012,000
Subtotal – Cranes Design				\$992,000
TOTAL - Cranes				\$12,004,000
PROJECT TOTAL:				\$37,634,400

Project Schedule – The proposed Project will begin immediately upon award of TIGER grant funds, with final permits expected within nine months and construction completed within 26 months, so there will be no problem obligating the requested grant amount prior to September 30, 2020. No property or right-of-way issues exist, as the POSL owns the Globalplex property. The site has been cleared, and the dock has undergone a feasibility study to determine the necessary improvements to support the cranes.

Table 12: Project Schedule – Design and Construction	
Activities	Timeline
Finalization of Project Design	Months 0-21
NEPA Approval	Months 0-6
Final Permit – Fire Code	Months 7-21
Procurement and Construction Bidding	Months 9-21
Project Construction	Months 9-30

The above months designated for completion of various activities have been scheduled to include the possibility of unexpected delays. However, unanticipated delays may extend the project construction end date. The schedule as defined allows for several activities to occur simultaneously, advancing the project completion date. **Table 13** shows the schedule of spending spread throughout the anticipated 30 months of the project.

Project Costs	2017	2018	2019	Totals
Design/NEPA	\$823,000	\$1,863,000	\$429,000	\$3,115,000
Access Bridge	\$0	\$0	\$11,957,000	\$11,957,000
Dock Reinforcement	\$0	\$5,775,000	\$5,775,000	\$11,550,000
Cranes	\$0	\$3,304,000	\$7,708,000	\$11,012,000
TOTALS	\$823,000	\$10,942,000	\$25,870,000	\$37,634,000

- **Environmental Permits and Reviews** – The POSL expects that a NEPA Categorical Exclusion will be provided for this project. The final environmental analysis for the project will run concurrently with the final design engineering and is anticipated to take fewer than six months. Several projects in the near vicinity of Globalplex have all received NEPA approval without issue.
- **Environmental Studies & Public Engagements**– Since the project will be built entirely on existing Port-owned property, surrounded by existing industrial developments; it is likely that neither an environmental study, nor any public engagements will be necessary to complete the project.
- **Legislative Approvals** – The Cooperative Endeavor Agreement (See Appendix D) between the State of Louisiana and the POSL and the Port Priority Program Agreement between the State of Louisiana and the POSL are in place and outline the specifications for the non-Federal match provided. Additionally, several state and U.S. senators and representatives have expressed their approval for the Globalplex Intermodal Efficiency Improvements Project in the form of letters of support (see Appendix C). The POSL requested and *could* receive additional Capital Outlay funds to contribute towards the Access Bridge. These funds would be allocated by June, with funding likely received in September 2018.
- **State and Local Planning** – This project is being incorporated into the overall Port of South Louisiana Master Plan. Any roadway improvements will be incorporated into the Regional Planning Commission’s Long-Range Transportation Plan and, should TIGER funding be granted, the roadway improvements associated with this project will be considered for incorporation into the State Transportation Investment Plan.

Assessment of Project Risks and Mitigation Strategies – The POSL has assessed the project risks and built contingencies into the project budget as well as the project schedule.

Federal Wage Rate Certification

The POSL hereby certifies it will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (Federal Wage Rate Requirements) as stipulated in the Notice of Funding Availability.

A handwritten signature in blue ink that reads "Paul G. Aucoin". The signature is written in a cursive style with a horizontal line underneath it.

Paul G. Aucoin – Executive Director