TABLE OF CONTENT FOR JUNE 20, 2024

AGENDA

MINUTES

FINANCIAL REPORTS GRANT IMPLEMENTATION SCHEDULE

GRANT NARRATIVES

PROCUREMENT POLICY

PROCUREMENT PROCEDURES

REQUEST FOR QUALIFICATIONS

LaDOTD'S CHECK FOR PORT SECURITY $200,000

LaDOTD'S SIGNED AGREEMENT FOR PORT SECURITY

FY 2024 - DRA CIF DOCK GRANT APPLICATION FOR $750,000

FY 2024 - EPA CLEAN PORT ZE IMPLEMENTATION APPLICATION FOR

OUTSTANDING INVOICES

# PORT OF COLUMBIA

ADGENDA Thurs June 20, 2024

1. CALL TO ORDER
2. WELCOME GUEST
3. MINUTES
4. FINANCIAL REPORT
5. NEW BUSINESS
   1. Request for Qualifications for Engineering Services associated with

MARAD and EDA grants

* 1. Review of preliminary audit report
  2. Request to prepare a US DOT Charging and Fueling Infrastructure

Discretionary Grant Application — Hydrogen Distribution System

1. OLD BUSINESS
   1. Update on Port Tenants
   2. Status on Riverton Campground Road Project
   3. Status on Awarded grants LaDOTD PPP, DRA, DHS, CFA, RAISE, EDADisaster Supplemental, DRA-Railspur, and NELA/LaCRED
   4. 2023 grants pending grant award Capital Outlay
   5. 2024 pending applications LaDOTD PPP, EPA Clean Port Program, CIF

DRA DOCK

* 1. Attorney & Auditor

1. PORT DIRECTORS REPORT
2. REPORTS/COMMENTS FROM COMMISSIONERS
3. ANNOUNCEMENTS IO.ADJOURN

Meeting location Caldwell Parish Police Jury Board Room @ 11:30AM

COLUMBIA PORT COMMISSION May 16, 2024

MINUTES

COMMISSIONERS: Darron McGuffee, Bruce Frazier, Charles Hearns, and Mark McKee.

Guest: Richard Smith

PORT DIRECTOR: GREG RICHARDSON

Meeting was called to order at 1 1 :30 by Darron McGuffee at the Police Jury Conference Room

READING OF THE MINUTES, motion was made by Charles Hearns, and seconded by Monty Adams Jr. to adopt the minutes.

READING OF THE FINANCIAL STATEMENT, motion was made by Charles Hearns, and seconded by Mark McKee to accept the bank statements, and the motion passed.

Motion was made by Charles Hearns and seconded by Mark Mckee to accept LaDOTD port security grant of $200,000 for a security guard station, approving a resolution and authorizing Darron McGuffee and Greg Richardson to sign related documents, motion passed.

Motion was made by Charles Hearns and seconded by Mark Mckee to sign agreements with both FHWA and LaDOTD with the RAISE Grant.

Motion was made by Charles Hearns and seconded by Mark Mckee to submit grants for EPA Clean Port Grant Application and DHS Port Security Grant application, motion passed.

Motion was made by Mark Mckee and seconded by Charles Hearns for Greg to contact the Auditing firm to determine the status of the audit, and prepare a report on the progress of the audit process for the next board meeting.

## ITEMS DISCUSSED DURING MEETING

Greg informed the Commission of activities since last port meeting:

* Greg informed the Commissioners of the work he was doing on behalf of the Columbia Port Commission:
* Greg informed the board we had been awarded $200,000 to construct a security guard station at the Port from LaDOTD, which required a resolution and signatures to accept the grant award.
* Greg informed the board that we have a signed agreement with both the federal government and the state for the RAISE Grant.
* Greg provided the board with information about the potential of the Port to join

North East Louisiana Power Cooperative. Greg stated that this would be a Louisiana Green Fuel decision and that the if requested by LGF the port would evaluate the potential ofjoining.

 Greg informed the board of preparing a DHS Port Security Grant to assist with purchasing an Energy Storage System (same system requested in Earmark Grant) utilizing the recently awarded $200,000 LaDOTD security station grant as match  Greg Informed board that we had not heard anything out of the auditors since providing them the information on April 15 th o Greg recommended to the board that we remove the Columbia Port Commission from the Statewide EPA Clean Port ZE Implementation Application. Greg informed the commission of his efforts which were completed on May 10th which prepared a $165 million grant application for 23 ports, however on the 15th of May, LaDOTD added an additional 3 ports and increased the grant to $315 million increasing the match requirement from 10 to 20%. Greg requested permission to submit an independent application (based on the belief that the state will not be able to prepare a suitable document by the May 28th grant deadline). Greg also recommended that we continue to support the State with submitting a statewide Planning Grant application under the EPA Clean Port Program.

* FY2025 CIF/ Earmark request to Congresswoman Letlow for an ESS system

(IMW battery) for the Emergency Staging Area was not selected for submittal by Letlow.

* Greg discussed the LGF meeting, emphasizing its purpose to support collaboration in implementing the Port's grants. LGF proposed Utilizing the services of Hunt, Guillot, and Associates (HGA) to act as a liaison between the Port and LGF, facilitating the coordination of schedules. Additionally, there was a discussion about the potential for HGA to expand its role given its expertise in grant management. Greg expressed gratitude for any support from LGF and anticipated a stronger working relationship to ensure project completion. He conveyed his intention to pursue this collaborative effort, recognizing the potential to enhance our initiatives. It was understood that these Port grants are intended to develop the Port infrastructure to support the LGF project.
* Greg informed the board that we would wait until the third quarter to submit our Solar Farm Application, or at least until LGF has completed its evaluation of the NE Louisiana Power Cooperative as its utility partner.
* Greg gave an update on Port Tenants o Guerrero Farms, Greg stated that there was no reason to prevent David from planting soybeans at the Port. He assured the commissioners that if the crop interferes with the installation of the security fence, an arrangement would be made to address the issue.
* McClanhan provided greg with a $1 ,000 check and was informed that we expect to receive $1000 per month until the rent is fully paid up.
* Terral Riverservices is moving aggregate and doing a good job maintaining River Campground Road in the areas where the work has not been completed.
* LGF appears to be willing to work with the port better since the Sumitomo partnership.
* Awarded Grants Update o LaDOTD PPP we are continuing working on completing the RC ROAD, the remainder of the grant is awaiting federal ftnding prior to starting. The Port is focused on expediting the railspur installation and the land purchase.

 DRA Road — we received additional funds to assist with the road crossing but waiting on Union pacific.

* DRA Railspur — awarded $1 million to assist with railspur, Port, LGF, LGF's Engineers and BHA are working out the details to submit permits to facility construction of the Railspur. The Port signed the permit with Union Pacific and provided $130,000 as part of the permit fee to start the railspur project.
* USDA Rural Development — funds spent grant award complete and closed out

 DHS — Still waiting on approval of permit from Tensas Levee Board and Corp of Engineer so we can finalize our bid package to get this project started.

 RAISE - Greg reported we have an agreement with both FHWA and LaDOTD, state is currently working on assigning a project number.

 EDA — We have had official notification of the award, still waiting on kickoff meeting so work can begin.

* CFA — Earmark — approved with letter of notification, waiting on MARAD to conduct a kickoff meeting. o RTEPF — was not awarded.
* Capital Outlay — our status stayed the same as last year, with our request to purchase additional land unsuccessful.
* Greg expressed concerns about BHA inability to complete the NEPA in the timeframe which was agreed upon. Greg has planned meetings with BHA to stress the importance of the NEPA study as well as adhering to implementation schedule.
* Greg provided update on status of Appraisal, greg w. is back at work and anticipates the completion by July 15.

Greg read over all outstanding invoices and requested a motion to pay bills. Motion was made by Charles Hearns to pay all outstanding bills, seconded by Mark Mckee motion passed.

Motion was made by Charles Hearns to adjourn the meeting second by Mark Mckee motion passed meeting was adjourned.

24-May starting balance $ 154,307.38

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| |  |  |  |  | | --- | --- | --- | --- | | deposit |  |  |  | | 7-May |  | 876.75 | Terral Riverservices tonnage | | 21—M aY  withdrawals |  | 1,000.00 | Roger McClannahan | | 7-May |  | 123.22 | att/phone payment | | 10-May |  | 130,015.00 | wired Union Pacific FES 47888 | | 15-May |  | 757.80 | State of La/ EPOSPYMNTS | |  |

15-May1,997.12 Irs/usataxpyment

30-May5,889.16 Bond Interest payment May 24

31-May 119.66 att/phone payment

 10-May 19274,000.00 David M. Hartt CPA

21-May 1928975.00 Gary Lagrange

16-May 1929178.20 ABM Solutions

20-May 193037.05 USPS Mail to DOTD Stamps

31-May 19319.85 USPS Mail

ending balance 12,082.07

# MEMBER CALDWELL BANK FDIC

CALDWELL BANK & TRUST CO. Member FDIC

P.O. Box 1749 • Columbia, LA • 71418-1749

Page Number

 Account Number: 10545 000654 0.8440 SP 00.680 5 1 14 Date 05/31/24

 Enclosures 8

COLUMBIA PORT COMMISSION

212 JACKSON STREET

COLUMBIA LA 71418-0367

PUBLIC FUNDS CHECKING COLUMBIA PORT COMMISSION Acct 10545

|  |  |  |  |
| --- | --- | --- | --- |
| Beginning Balance | 5/01/24 | 154, 307 .38 |  |
| Deposits / Misc Credits | 2 | 1,876.75 |  |
| Withdrawals / Misc Debits | 11 | 144,102 .06 |  |
| \*\* Ending Balance | 5/31/24 | 12 , 082 . |  |
| Service Charge |  | .00 |  |
| Mini-mun Balance  Enclosures |  | 12 , 082 |  |

Deposits and Other Credits

Date Deposits Activity Description

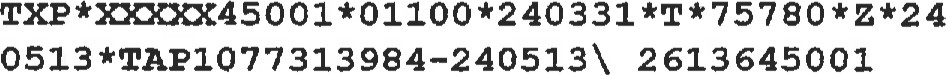
## 5/07 876.75 RIVERSERV/PAYÄBLES 104500

OOOOCOLUMBIA PORT CO

5/21 1,000.00 DEPOSIT

Miscellaneous Debits

|  |  |  |
| --- | --- | --- |
| Date | Withdrawals | Activity Description |
| 5/07 | 123 .22 | ATT/ Payrnent Colurnbia Port Corrrnissi |
| 5/10 | 130,015 .00 | DEBIT WEMO |
| 5/15 | 757 .80 | STATE OF LOUISIA/EPOSPY>INTS |



|  |  |  |
| --- | --- | --- |
|  |  | PORT OF COLU>GIA |
| 5/15 | 1,997 .12 | IRS/t.JSA'1'AXPYh,n        COLUMBIA  PORT cor.•nassx |
| 5/30 | 5,889.16 | Port Corrmission Interest PhdT for May 24 T |
| 5/31 | 119. 66 | ATT/ Payrnent Columbia Port Conunissi |

Checks

Date Check No Amount Date Check No Amount Date Check No Amount

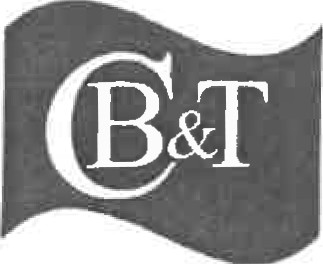
5/10 1927 4,000 . 00 5/16 1929 178 .20 1932\* 9.85

5/21 1928 975 . 00 5/20 1930

## ( \* indicates a break in check number sequence)

### NOTE: SEE REVERSE SIDE FOR IMPORTANT INFORMATION

MEMBER

FDIC

CALDWELL BANK

CALDWELL BANK & TRUST CO. Member FDIC

P.O. Box 1749 • Columbia, LA • 71418-1749

|  |  |  |
| --- | --- | --- |
|  | Page Number |  |
| COLUMBIA PORT COMMISSION | Account Number: | 10545 |
|  | Date: | 05/31/24 |

Daily Balance Summary

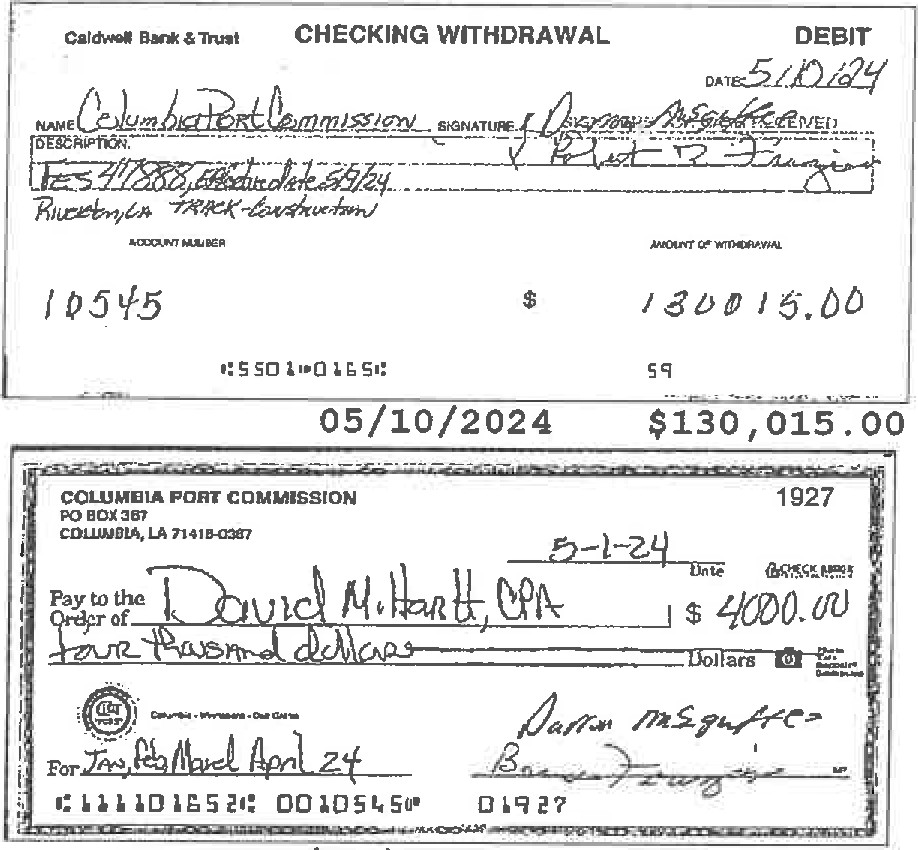
|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Date | Balance | Date | Balance | Date | Balance |
| 5/07 | 155,060 . 91 | 5/16 | 112 .79 |  | 12 , 211.58 |
|  | 21,045.91 | 5/20 | 18,075 .74 | 5/31 | 12 , 082 .07 |
|  | 18,290 . 99 | 5/21 | 18,100 .74 |  |  |

Page: 

|  |  |
| --- | --- |
| Account: | 10545 |
| Date: | 05-31-24 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| |  |  |  |  | | --- | --- | --- | --- | | Cu•saoma-. COLUMBIA  Data-Tim:  ewDat.: 0±212024  "erno a5501a165a 10545c 20 | COMMISSDN  .toa•52 AN  105 | Checking  tt.m Seq: 850014327<0  Cash SO\_OO  In: ST .OOCOO  Cash Out: SO.OO  Amount: S | Deposit onADEP  11000.00 | |  |

05/21/2024 $1,000 . 00 05/31/2024 1932 $9.85



05/10/2024

1927

$4,000.00

|  |
| --- |
| COLUMBIA PORT COMMISSION 1928  sqv5.n  Pay |
| oo  o  zqen |

05/21/2024 1928 $975.00

|  |
| --- |
| COLUUBIA PORT COMMISSION 1929  PO  BOX  367 |

05/16/2024 1929 $178.20

|  |
| --- |
| COLUMBIA PORT COuu.•SuOx 1930 |

05/20/2024 1930 $37 .05

#### HOW TO BALANCE YOUR ACCOUNT

1. Subtract from your check register any service, miscellaneous, or automatic charge(s) posted on this statement.
2. Mark (I) your register after each check listed on the front of statement.
3. Check off deposits shown on the statement against those shown in your check register.
4. Complete the form at right.

The final "Balance" in the form to the right should agree with your check register balance. if it does not, read "HINTS FOR FINDING DIFFERENCES" below.

#### HINTS FOR FINDING DIFFERENCES

* Recheck all additions and subtractions or corrections.
* Verify the carryover balance from page to page in your check register  Make sure you have subtracted the service or miscellaneous charge(s) from your check register bolonce.

#### IN CASE OF ERRORS OR QUESTIONS ABOUT YOUR ELECTRONIC TRANSFERS

(DOES NOT APPL Y TO COMMERCIAL OR HEALTH SAVINGS ACCOUNTS)

Telephone us at (318) 649-2351, or

Write us at:

Caldwell Bank & Trust P.o. Box 1749

Columbia, LA 71418-1749

Write us as soon as you can, if you think your statement or receipt is wrong or If you need more information about a transfer on the statement or receipt. We must hear from you no later than 60 days after we sent you the "FIRST" statement on which the error or problem appeared.

(1) Tell us your name and account number.

(2} Describe the error or the transfer you are unsure about, and explain as clearly as you can why you believe there is an error or why you need more information.

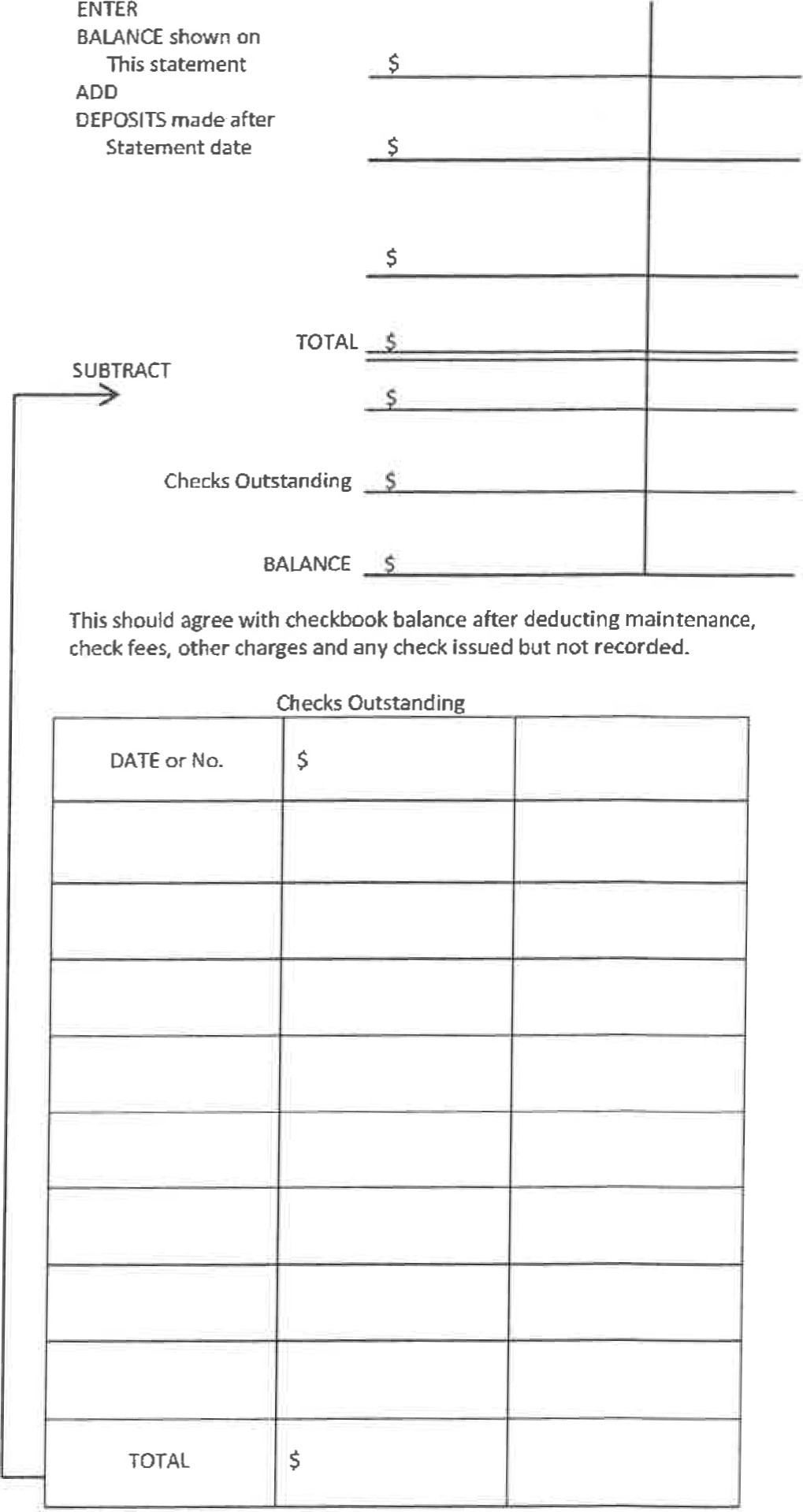
(3) Tell us the dollar amount of the suspected error.

if you tell us orally, we may require that you send us your complaint or question in writing within ten (10) business days. We wili tell you the results of our investigation within ten (10) business days and correct any error promptly. However, we may Instead take forty-five (45) days to investigate your complaint or question. If we decide to do this, we will re-credit your account within ten (10) business days for the amount you think is an error, so that you will have use of the money. If we ask you to put your complaint or question in writing and we do not receive it within ten (10) business days, we may not credit your account. If we decide there is no error, we wifl send you a written statement within three (3) business days after we finish our investigation. You may ask for copies of the documents that we used in our investigation.

Please examine this statement and cancelled checks prompdy. You have fourteen (14) days to report unauthorized or missing signatures or alterations of the items contained with your statement. If you fail to notify us we will not be responsible for other items paid in good faith. If no error or discrepancies concerning Electronic Funds Transactions are reported within sixty (60) days, all such transactions will be considered correct. All other errors or discrepancies concerning your account must be reported within thirty (30) days or the statement will be considered correct.

HERE'S ANOTHER HELPFUL SERVICE

TO PROVE YOUR CHECKBOOK BALANCE FOLLOW THESE SIMPLE STEPS



CALDWELL BANK & TRUST CO.

P.O. BOX 1749

COLUMBIA, LOUISIANA 71418-1749

### 318-649-2351

#### Grant Implementation Schedule including LGF's Schedule as of June 18, 2024

|  |  |  |
| --- | --- | --- |
| Permits | | 449 days |
| 8 | Equity Fundraising | 128 days |
| 14 | FEL 3 / FEED PHASE | 390 days |
| 24 | DOE and Financing | 384 days |
| 31 | Pre-FID to FID Activities | 389 days |
| 40 | EPC Phase/Start-Up | 773 days |
| 41 | Detailed Engineering | 297 days |
| 51 | Procurement | 508 days |
| 58 | CONSTRUCTION PHASE | 664 days |
| 59 | Site Mobilization | 16 days |
| 60 | All permits Site Development | O days |
| 61 | Site Development | 191 days |
| 62 | All Permits Construction Start | O days |
| 63 | Construction Start | O days |
| 64 | Start Piles & Foundations | O days |
| 65 | Buildings - Site Fabrication | 297 days |
| 66 | Start Structural | O days |
| 67 | Module / Skid Install | 129 days |
| 68 | Receive last LLE | 0 days |
| 69 | Mechanical Completion | 0 days |
| 70 | COMMISSIONING AND START-UP | 151 days Fri |
| 75 | Port of Columbia | 1949 days |
| 76 | Raise Grant | 1737 days |
| 77 | Award thru Funding | 459 days |

(delay due to NEPA Hatten Property) 

|  |  |
| --- | --- |
| 78 Award Notification | O |
| 79 Federal State Agreement | O |

Fri 3/1/24 Mon 12/8/25 wed 1/1/25 Tue 7/1/25 Mon 2/5/24 Fri 8/15/25

Mon 2/5/24 Fri 8/8/25

Mon 2/5/24 Fri 8/15/25

Fri 8/15/25 Tue 8/29/28

Fri 8/15/25 Thu 10/15/26

Fri 9/26/25 Mon 9/27/27

Fri 8/15/25 Tue 3/28/28

Thu 10/23/25Thu 11/13/25

Fri 8/15/25 Fri 8/15/25

Thu 11/13/25Fri 8/14/26

Mon 12/8/25Mon 12/8/25

Tue 1/27/26 Tue 1/27/26

Wed 2/11/26Wed 2/11/26

Thu 4/16/26 Wed 6/16/27

Tue 5/12/26 Tue 5/12/26

Fri 3/19/27 Fri 9/17/27

Mon 9/27/27Mon 9/27/27

Tue 3/28/28 Tue 3/28/28

##### 1/28/28 Tue 8/29/28

11/1/22 till 3/1/28

6/1/23 till 3/1/28

6/1/23 till 10/01/24

Thu 6/1/23 Thu 6/1/23

April 15, 2024

|  |  |  |
| --- | --- | --- |
| 80 Stage 0 - Planning | 0 days | May 15, 2024 |
| 81 Stage 1 - Environmental - NEPA Stüdy | 270 days | 1/1/24 till 10/1/24 |

82 Stage 2 - Funding Complete - Notice to proceed from DOT FHWA

|  |  |  |  |
| --- | --- | --- | --- |
|  | | 0 days | 10/31/24 |
| 83 Stage 3 - Preconstruction | | 507 days | Tue 10/10/23Tue 2/29/26 |
| 84 Entity-state agreement | | 219 days | Tue 10/10/23 till 5/15/24 |
| 85 Perm its (6 — 12 months) | | 240 days | 12/31/24 9/28/25 |
| 86 ROW Purchase (6-12 months) | | 180 days | Fri 10/1/24 Till 4/1/25 |
| 87 Stage 4 - Letting | | 609 days | 7/1/24 fili 2/29/26 |
| 88 Engineering (3 —6 months) | | 184 days | 7/1/24 till 12/31/24 |
| 89 Contractor (3 —6 months) | | 120 days | 11/1/25 fili 2/29/26 |
| 90 Stage 5 - Construction (12 — 36 months) | | 640 days | 3/1/26 Wed 12/31/27 |
|  | RAŞE Project Close out | 60 days | 1/1/28 3/1/28 |
| 91 | Land Purchase | 180 days | 10/1/24 till 4/1/25 |
| 92 | Permitting | 240 days | 12/31/24 till 9/28/25 |
| 93 | Purchase Agreement (?) | 472 days | 12/15/23 fili 4/1/25 |
| 94 | Rail Spur | 640 days | 4/1/24 till 12/31/25 |
| 95 | Design | 120 days | 4/1/24 1 8/1/24 |
|  | permitting | 150 days | 8/1/24 till 12/31/24 |
| 96 | Advertise | 30 days | 1/1/25 fiil 2/1/25 |
| 97 | Award Construction | 30 days | 2/1/25 fili 3/2/25 |
| 98 | Construction ( 7 - 18 months) | 210 days | 3/2/25 fili 10/1/25 |

(scheduling Union Pacific construction Will be a problem)

|  |  |
| --- | --- |
| 99 Completion/CIoseout | 60 days 10/01/25 Wed 12/31/25 |
| 100 Rail Load Area | 953 4/1/24 Tue 4/27/27 |
| 101 Design/Permitting | 120 4/1/24 Mon 12/31/24 |

|  |  |  |  |
| --- | --- | --- | --- |
| 102 | Advertise | 30 days | 3/4/26 Till 4/5/26 |
| 103 | Award Construction | 30 days | 4/5/26 Till 5/5/26 |
| 104 | Construction | 203 days | 5/6/26 Till 2/23/27 |
| 105 | Completion/Closeout | 60 days | 2/24/27Tue 4/27/27 |
| 106 | Fencing | 653 days | 4/1/24 till 1/12/26 |
| 107 | Design/Permitting | 50 days | 4/1/24 till 7/15/24 |
| 108 | Advertise | 30 days | 7/15/24 t-ill 8/15/24 |
| 109 | Award Construction | 15 days | 8/16/24 till 9/1/24 |
| 110 | Construction Phase | 188 days | 9/1/24 till 3/18/25 |
| 111 | Construction Phase 2 | 217 days | 4/10/25 11/12/25 |
| 112 | Completion/Closeout | 60 days | 11/13/25 till 1/12/26 |
| 113 | Dock | 914 days | 4/1/24 till 10/1/26 |
| 114 | Procurement of Engineer | 60 days | 7/15/24 till 9/15/24 |
|  | Design/Permitting (4 - 8 months) | 221 days | 9/16/24 till 4/24/25 |
| 115 | Advertise | 30 days | 4/25/25 till 5/25/25 |
| 116 | Award Construction | 30 days | 5/25/25 6/25/25 |
| 117 | Construction (impacted by River Ievels) | 433 days | 6/26/25 till 9/1/26 |
| 118 | Completion/Closeout | 30 days | 9/1/26 Wed 10/1/26 |
| 119 | Emereencv Stazine | 949 days | 4/1/24 till 11/18/26 |
|  | Procurement of Engineer | 60 days | 7/15/24 till 9/15/24 |
| 120 | Design/Permitting | 60 days | 9/16/24 till 11/16/24 |
| 121 | Advertise | 30 days | 11/16/24 till 12/16/24 |
| 122 | Award Construction | 30 days | 12/16/24 till 1/16/24 |
| 123 | Construction | 641 | 1/17/25 till 9/17/26 |
| 124 | Completion/CIoseout | 60 | 9/18/26 till 11/18/26 |

|  |  |
| --- | --- |
| 125 Roads (4 roads) | 1402 days |
| 126 Design/Permitting | 320 days |
| 127 Advertise | 30 days |
| 128 Award Construction | 30 days |
| 129 Construction | 337 days |
| ESA Road | 641 days |
| Dock Road | 433 days |

TA Road (maybe Oct. 25) 640 days

Additional perimeter road and overpass

1. Completion/Closeout 60 days
2. Truck Parking Facility 1492 days



|  |  |
| --- | --- |
| 132 Design/Permitting | 300 days |
| 133 Advertise | 30 days |
| 134 Award Construction | 30 days |
| 135 Construction | 640 days |
| 136 Completion/Closeout | 60 days |

Wed 5/1/24 Till 3/1/28

5/1/24 till 11/14/25

11/15/24 till 12/15/24

12/16/24 till 1/16/25

1/17/25 till 12/31/27 1/17/25 till 9/17/26 6/26/25 till 9/1/26

3/1/26 till 12/31/27

12/31/27 till 3/1/28

4/1/24 till 3/1/28

1/1/25 till 10/1/25

10/2/25 till 11/2/25

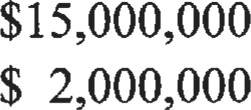
11/3/25 till 12/3/25

3/1/26 till 12/31/27

1/1/28 till 3/1/28

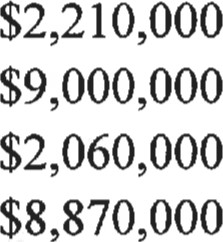
LaDOTD PPP FOIK Infrastructure Project Original Project Cost

Funding Sources:

* LaDOTD PPP
* Capital Outlay
* Port/ or others $ 5 150 000

Total project 

|  |  |  |
| --- | --- | --- |
| Project components: | LaDOTD | Others |

* RC Road $1.77 $0.44
* Railspur $6.3 $2.70
* Site Perimeter Road$1.66 $0.40
* Truck Access Road$5.28 $3.59

Port has been pursuing federal and state grants to ensure these components are completed. Total cost estimate of projects are $36,570,001 leaving funds <$2 M to address additional perimeter road and overpass which are estimate at $10 million.

Awarded grants:

|  |  |  |
| --- | --- | --- |
| 1. FY22 USDA Rural Development | $0.184 | RC Road |
| 2. FY22 DHS Port Security | $1.00 | Security fencing |
| 3. FY22 DRA | $0.508 | RC Road |
| 4. FY23 DRA (additional funds) | $0.050 | RC Road |
| 5. FY23 RAISE | $10.537 | TPF/TA Road/Land |
| 6. FY24 Earmark PIDP | $5.0 | Dock |
| 7. FY22 capital outlay | $2.0 | Rail (Need Priority 1) |
| 8. FY23 DRA | $1.0 | Railspur |
| 9. FY23 EDA Disaster Supplement | $2.25 | ESA |
| 10. FY23 NELA LaCRED | $0.5 | Fence and ESA (match) |
| 11. FY23 LaDOTD Port Security | $0.20 | Guard Station |
| Total awarded funds | $38.229 | Including Ladotd ppp |

RC Road Total Project Cost $2,476,500, currently estimate $2,549,030

Funding Sources:

, LaDOTD PPP

, DRA: $ 550,000

$ 184,000 (Spent and closed out USDA portion of the Project Remaining work:

Permit from Union Pacific, or approval to complete our portion of the work.

Rail crossing, repair sections of road rejected, seeding and mulching, final road markings, install fire hydrant. Remaining close out tasks.

Truck Parking Facility (Raise Grant) Proiect Original Request $15,290,798

Funding Sources:

* F HWA 

|  |  |
| --- | --- |
| DHS | $ 500,000 |
| LaDOTD | $ 3.7521000 |
| Total Project  Project Components: | $14,789,798 (reduction due to office being ineligible) |
| Truck Parking Facility | (FHWA $6,351,270 & LaDOTD $2,750,000 ) |
| EV Charging Stations | $ 818,980 ( F H WA) |
| • Amenities BLDG. | (FHWA) |
| • Land Purchase | (FHWA $600,000 & LaDOTD $1,503,000) |
| Security Fencing | $ 500,000 (DHS — issue with time) |
| • Utilities | (FHWA) |
| Total Project  Detail breakdown of budget  Truck Parking Facility | $14,789,798 ( bust  $1000 in state budget) |

* Construction $7,172,730

|  |  |  |  |
| --- | --- | --- | --- |
|  | | Contingencies (15%)  Total Construction for Truck Parking $ 8,248,640  Engineering $ 514,230  Inspection & Testing $ 338,400  Total Professional Services $ 852,630  Total Truck Parking Facility Cost | |
| EV Charging Stations          Amenities Building | | $818,980  Construction ( 10-Level 2 & 2 DCFC) $625,000  Contingencies (15%) $ 93,750  Total Construction EV chargers $718,750  Engineering $70,230  Inspection $30,000  Total Professional Services $100,230  TOTAL EV CHARGING STATIONS $818,980    Construction $730,000  Contingencies (15%) $109,500 | |
| Total Construction Amenities Bldg.  Engineering $102,400  Inspection & Testing $ 58,100 | | $ 839,500 | |
| Total Professional Services  TOTAL AMENITIES BUILDING  PROPERTY ACQUISITION   * Hatten Carr Property 93 acres $ 930,000 * Reynolds Property 114 acres   Total Acquisition Cost   * Professional Services $ 33,000 | | $160,500 | |
| Total Professional Services | | $ 33,000 | |

TOTAL PROPERTY ACQUISITION

##### SECURITY FENCING

* Construction $373,500
* Contingencies (15%) $ 56,025

Total Construction Security Fencing $ 429,525

* Engineering $35,800
* Inspection & Testing

Total Professional Services $70,475

TOTAL SECURITY FENCING $500,000

UTILITIES $ 1,267,548

|  |  |  |
| --- | --- | --- |
| • | Water | $ 55.800 |
|  | Sewage | $ 80,300 |
| • | Gas | $ 8,700 |
|  | Lighting | $651,600 |
| • | Retention Pond | $118,000 |
| • | Internet | s 69,250 |
|  | Construction | $983,650 |
|  | Contingencies (15%) | $ 147,548 |
|  | Total Construction | $1,131,198 |
|  | Engineering | $89,650 |
|  | Inspection, Testing | $46,700 |

Total Professional Services $ 136,350

TOTAL UTILITIES $1,267,548

Tasks:

* Must buy land by End of year
* Complete NEPA, and Appraisal (on port — request waiver to expend matching funds)
* DEVELOP BID PACKAGE FOR ENGINEERING  COORDINATION WITH LGF

TII%ÆLINE:

Original started in July 2023 completing on December 2025, which has been changed to Dec. 31, 2027

LaDOTD Schedule Rejected by FHWA)

Stage O March 30,2024

Stage 1 Environmental 3/30/24 thru 9/26/24 6 months

Stage 2 Funding NA (because we have been funded)

Stage 3 Preconstruction

|  |  |  |
| --- | --- | --- |
| Consultant Selection & Contract | 9/26/24 thru 9/21/25 | 12 months |
| Preliminary Plans | 9/21/25 9.16/26 | 12 months |
| Right of Way purchase | 9/16/26 3/9/28 | 18 months |
| Final Plans | 9/16/26 thru 5/8/28 | 20 months |
| Stage 4 Letting | 5/8/28 thru 9/4/28 | 4 months |
| Stage 5 Construction | 9/4/28 8/26/30 | 24 months |

State wants a 6 year project/ feds said finish by Dec. 2027

Port of Columbia schedule Completion dates

|  |  |
| --- | --- |
| Award Notification | Summer of 2023 |
| Federal/State Agreement | January 2024 |
| Stage O Planning  Stage I Environmental | January 2024 |
| Nepa Study  Stage 2 Funding Complete | May 2024 |
| Notice to proceed from DOT FHWA  Stage 3 Preconstruction | July 2024 |
| Entity-state agreement (1 — 3 months) | January 2024 |
| Permits (Environmental, RR, Utilities 6 — 12 months) | July 2025 |
| ROW Purchase ( 6 — 12 months)  Stage 4 Letting | October 2024 |
| Engineering (3 — 6 months) | July 2024 |
| Contractor (3 — 6 months) | December 2025 |
| Stage 5 Construction (3 — 36 months) Jan2026 | December 2027 |

Project construction starts on Jan 2026 finishes on by December 2027.

Project Narrative for Engineering Services

Truck Parking Facility 

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | Total | | Const. | | Contin . |  | | Ins ct | Geotech | Testin | Surve |
| TPF |  | |  | |  | 514,230 | | 291,400 | 12,000 | 10,000 | 25,000 |
|  |  | | Subtotal Const. | |  |  | |  |  | Subtotal  Professional Services | $852,630 |
|  |  | |  | |  |  | |  |  |  |  |
| Professional Services for Truck Parking Facili | | | | Grant Budget | | | Estimated Rate | | | Estimated Hours | |
| En •neerin | |  | | $257,115 | | | $175/hr | | | 1469 hrs | |
| AutoCad | | | | $154,269 | | | $100/hr | | | 1543 hrs | |
| Administration | | | | $102,846 | | | $75/hr | | | 1371 hrs | |
| Ins ection | | | | $291,400 | | |  | | |  | |
| Geotech/Testing  Surve •n , other | | | | $ 47,000 | | |  | | |  | |
| Total Professional Services | | | | $852,630 | | |  | | |  | |

##### Parking Area

The proposed Truck Parking Facility is to accommodate 50 semi-trucks and 100 cars, the proposed truck parking facility is approximately 5 acres (4.7 acres) which is 204,750 sq. ft. The required parking surface to accommodate the proposed vehicle count is 95,000 sq. ft. The grant estimate for the proposed parking surface should be adequate to accommodate the stated parking requirements of the grant. The Port desires to develop the facility utilizing green infrastructure where possible to promote the sustainability. The Port has proposed the utilization of Permeable Pavements, allowing rainwater to infiltrate the ground, reducing runoff and promoting groundwater recharge but utilizing aggregate with geogrid in lieu of concrete where possible.

Attachment B of the Grant Application provides the design criteria, cost estimate table and layout of the proposed facility. These estimates were based from 30% design.

##### Truck Access Road

The design of the Truck Parking Facility includes a Truck Access Road that was based on the future needs of the Port, being the construction and operation of the Louisiana Green Fuels (LGF) facility and access to the parking facility. General design parameters included truck tramc entry into the parking area off of Hwy 165 as well as truck traffic entering Hwy 165. These parameters were best accommodated by a "right in / right out" tramc flow onto and off of Hwy 165. Both ingress and egress point on Hwy 165 will have acceleration and deceleration lanes.

Information provided by LGF on their future needs yielded truck tramc at approximately, 205 trucks per day, 6 days per week, with automobiles being held to a non-consequential minimum as this is primarily a truck entrance, only service vehicles are expected, in addition to the trucks. The access road will be a combination of asphalt, concrete, and aggregate depending on the fruck wheel loading and the nature of the vehicle direction. Hard turns will be concrete, merging situations will be asphalt and generally straight directions will be aggregate. It was the intent to be as environmentally sustainable as possible without sacrificing maintenance, allowing for less rapid surface water runoff with the aggregate.

The estimated access road is less than 1 mile (0.913) as shown on the attached 30% design. Our grant estimates were based on the following:

* ##### linear feet of aggregate road  ##### linear feet of Concrete road
* ##### linear feet of Asphalt Road
* ##### linear feet of Acceleration / deceleration lanes on Hwy 165.

Amenity Building 

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | | Total | Const. | | Contin . |  | | Ins ect | Testin | | Surve |
| Amenity Bid | | $683,600 | $683,600 | |  | $103,300 | | $ 45,000 | $ 5,580 | |  |
| Walking  Trail | | $130,000 | $130,000 | |  |  | |  |  | |  |
| Food  Truck  Yard | | $10,000 | $10,000 | |  |  | |  |  | |  |
| RV  Dis osal | | $15,000 | $15,000 | |  |  | |  |  | |  |
|  | |  | Subtotal Const. | | $838,600 |  | |  | Subtotal  Professional Services | | $161,400 |
| Professional Services for Arneni Buildin | | | Grant Budget | | | Estimated Rate | | | Estimated Hours | | |
| En 'neerin | | | $51,650 | | | $175/hr | | | 295 hrs | | |
| AutoCad | | | $30,990 | | | $100/hr | | | 310 hrs | | |
| Administration | | | $20,660 | | | $75/hr | | | 275 hrs | | |
| Ins ection | | | $45,000 | | |  | | |  | | |
| Geotech/Testing  Surve in , other | | | $13,100 | | |  | | |  | | |
| Total Professional Services | | | $161,400 | | |  | | |  | | |

The TPF needs a welcome center to provide services to the users of the facility. The engineer's design will house the bathrooms facilities, vending area, and rest area for travelers. The amenities building will also include outdoor green spaces with seating, a food truck courtyard, rv dump station, and a walking trail. The design criteria and calculations, layout and preliminary construction plans for the Amenities building are provided in Attachment D.

##### Walking Trail

A walking trail ( approximately 3,500 LF X 5 ft width) was also included to allow travelers to stretch their legs during stops. Once again the walking trail will be aggregate for sustainability at an estimated cost of $130,000.

##### Food Truck Courtyard

Food Truck parking was also proposed to allow food to be convenient during plant operations and plant construction. Allowing them and the general public to grab a bite. Outside dining is made possible by the proposed picnic tables throughout the parking facility. The grant provided $ 10,000, to develop 2 or 3 parking spaces with connections for water and electricity to support the proper operations of the food trucks parking area, which will be located near the Amenities Building.

##### RV Sewage Disposal Station

RV Sewage Disposal station the TPF will provide a dump station to support RV travelers along hwy 165 at an estimated cost of $15,000.

##### Amenity Building

The amenity building should be designed in compliance with industry standards and under applicable building codes. Aesthetics and functionality are critical elements in the design. A welldesigned space that is both visually appealing and functional can help in creating a positive experience for visitors, which contributes to the Project success. The building is to be designed to serve as a welcome center for the TPF providing bathroom, vending machines with seating, internet and other amenities to accommodate weary travelers. Amenity Building the building will be designed to support the operations of the truck parking facility, the single level ada accessible building will provide sufficient bathrooms, shower facilities, vending area, and break area for the general publics use. The building will be constructed of sustainable materials utilizing energy star compliant appliances, windows, doors, and insulations systems.

The Amenities building estimate budget is $683,600, to construct a sustainable environmentally friendly structure to support the needs of the TPF. Our estimate was based on developing a 3,600 sq. ft. with the following:

* Mens Bathroom (20X20) ADA compliant bathroom facility which includes 3 sinks, 2 urinals, 2 toilets, and 1 shower.
* Women Bathroom (20X20) ADA compliant bathroom facility which includes 3 sinks, four toilets and 1 shower.
* Storage and Security Room (40X10) Lockable room from which to store supplies, cleaning equipment and house security cameras.
* Vending Area (40X20) vending area to provide services to accommodate the travelers.
* Break Area (40 X 20) Break area for travelers to eat, access internet and watch television.
* The Port would welcome opportunity to develop a green roof or utilization of solar panels.

Land Acquisition 

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | | Total | | Purchase | Appraisal | | Title  Search | Survey | |  |
| Land  Purchase | |  | |  | $9,500 | | $6,000 | $17,500 | |  |
| Reynolds | | 114 acres | |  |  | |  |  | |  |
| Hatten/Carr | | 93 acres | | $930,000 |  | |  |  | |  |
|  | | 207 acres | | Subtotal Const. |  | |  | Subtotal  Professional  Services | | 33,000 |
| Professional Services for Ameni Buildin | | | | Grant Budget | | | Estimated Rate | | | Estimated Hours | | |
| En •neerin | | | | $0 | | | $175/hr | | |  | | |
| AutoCad | | | | $0 | | | $100/hr | | |  | | |
| Administration | | | | $0 | | | $75/hr | | |  | | |
| A | | raisal | | $9,500 | | |  | | |  | | |
| Title Search | | | | $6,000 | | |  | | |  | | |
| Surve in | | | | $17,500 | | |  | | |  | | |
| Total Professional Services | | | | $33,000 | | |  | | |  | | |

##### Land Acquisition

The Port currently owns 200 acres and has an option to purchase an additional 207 acres. The Port is currently in negotiations with the LaDOTD for ROW for the underpass portion of the TPF access road. The Port's existing agreement is for the purchase of property which LaDOTD has awarded the Port $ 1.5 million dollars to assist with the purchase for port expansion which will be used as non-federal match to facilitate the purchase of the 207 acres. The entire right-of-way acquisition plan only deals with 2 private entities and 1 public entity (LaDOTD). The largest land owner Reynold Partnership has already agreed to sell the Port 114 acres. The Port is in negotiation with Hatten & Carr and do not foresee a problem with completing the acquisition (93 acres) within our scheduled timeline for construction of the TPF. The ROW for the La. Hwy 165 underpass for the access road from the State of Louisiana will not be an issue. The Project rightof-way acquisition plan has been provided in Attachment E.

Utilities 

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | Total | Const. | | Contin . | |  | Ins ect | Testin | | Surve |
| Utilities |  | $983,650 | | $147,548 | | $89,650 | $38,450 | $750 | | $7,500 |
| Water | Breakdown | $55,800 | |  | |  |  |  | |  |
| Sewa e |  | $80,300 | |  | |  |  |  | |  |
| Gas |  | $8,700 | |  | |  |  |  | |  |
|  |  | $651,600 | |  | |  |  |  | |  |
| Surface water |  | $118,000 | |  | |  |  |  | |  |
| Fiber o tic |  | $69,250 | |  | |  |  |  | |  |
|  |  | Subtotal Const. | | $1,131,198 | |  |  | Subtotal  Professional Services | | $136,350 |
| Professional Services for Ameni Buildin | | | Grant Budget | | Estimated Rate | | | | Estimated Hours | | |
| En ineerin | | | $ 44,825 | | $175/hr | | | | 256 hrs | | |
| AutoCad | | | $ 26,895 | | $100/hr | | | | 269 hrs | | |
| Administration | | | $ 17,930 | | $75/hr | | | | 239 hrs | | |
| Ins ection | | | $ 38,450 | |  | | | |  | | |
| Testin | | | 750 | |  | | | |  | | |
| Surve •n | | | $ 7,500 | |  | | | |  | | |
| Total Professional Services | | | $136,350 | |  | | | |  | | |

UTILITIES (WATER, GAS, POWER, LIGHTING, INTERNET, AND SEWAGE)

The TPF will need the following utilities:

* Water Potable Water -- Eastside Water System is located on the Port of Columbia and can meet the water requirements for the TPF. Estimated 500 linear feet of water line will be need to service the TPF, amenities building with 2 fire hydrant assembly.
* Surface Water Surface water drainage will be managed by the culvert and ditch system installed with the proposed roadwork as designed by the Port's Engineers. The Port is developing a Stormwater Management Plan which will include a stormwater retention pond which will monitor surface water discharges to the waters of the state.
* Sewage — The TPF's sewage system has been designed to utilize onsite sewage treatment. Self-contained 5K sewage treatment system with field lines and sprinklers. An RV dump station is also proposed, with the sewer treatment onsite and the grey water utilized for irrigation of the parking facilities green spaces.
* Gas - The Port and the TPF has available gas at the site, estimate installation of 200 linear feet of 2" gas pipeline to connect to nearby service line located along Hwy 165.
* Electricity & Lighting — the Port has electricity at the site. The access road and the TPF require significant lighting. Estimated lighting includes: 40 light poles and fixtures.  Internet - The Port, LGF and ATT are working out the details and cost of providing a fiber optic cables to ensure high speed internet at the Port. The internet cost will be made available to the users of the TPF. Estimated installation of 1000 linear feet of fiber optic (144 pair). Fiber optic is also proposed throughout the parking facility with PONS to enable internet access for all persons within the TPF.

The Utilities design criteria, cost estimate, layout, and preliminary construction plans are provided as Attachment G.

EV Charging Stations $818,980

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  | Total | Const. | | Contin . |  | | Ins ct | Testin | | Surve |
| EV  Charging Stations | $818,980 | $625,000 | | $93,750 | $70,230 | | $ 30,000 |  | |  |
|  |  | Subtotal Const. | | $718,750 |  | |  | Subtotal  Professional Services | | $100,230 |
| Professional Services for Ameni Buildin | | | Grant Budget | | | Estimated Rate | | | Estimated Hours | | |
| En ineerin | | | $ 35,000 | | | $175/hr | | | 200 hrs | | |
| AutoCad | | | $ 21,230 | | | $100/hr | | | 212 hrs | | |
| Administration | | | $ 14,000 | | | $75/hr | | | 187 hrs | | |
| Ins ction | | | $ 30,000 | | |  | | |  | | |
| Total Professional Services | | | $100,230 | | |  | | |  | | |

##### EV Charging Station

The Port proposes to install EV Charging Stations at the TPF for 6 trucks and 6 cars. The EV stations will be able to quickly charge vehicles as well as operate 18 wheelers during HOS breaks. The Port proposes to utilize the following EV Charging System: 10 — level 2 single unit chargers and 2 — level 3 (DCFC) chargers. 2 of the charge area canopies will be installed. The design criteria, cost estimates, layout and preliminary construction plans for the EV Charging Station are provided in Attachment C.

Security Fencing $500,000

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | Total | Const. | | Contin . |  | | Ins ect | Testin | | Surve |
| Security Fencin | $500,000 | $373,500 | | $56,025 | $35,800 | | $ 14,950 | $4,500 | | $15,225 |
|  |  | Subtotal Const. | | $429,525 |  | |  | Subtotal  Professional Services | | $70,475 |
| Professional Services for Ameni Buildin | | | Grant Budget | | | Estimated Rate | | | Estimated Hours | | |
| En •neerin | | | $ 17,900 | | | $175/hr | | | 102 hrs | | |
| AutoCad | | | $ 10,740 | | | $100/hr | | | 107 hrs | | |
| Administration | | | $ 7,160 | | | $75/hr | | | 96 hrs | | |
| Ins ection | | | $ 30,000 | | |  | | |  | | |
| Testin | | | $4,500 | | |  | | |  | | |
| Surve in | | | $15,225 | | |  | | |  | | |
| Total Professional Services | | | $70,475 | | |  | | |  | | |

##### Port Security & Fencing

Port Security & Fencing the Project includes: the installation of 9,000 linear feet of 6' high chain link fence w/3 strand barbed wire and security ITS camera. The design of the Port Security and Fencing is currently greater than 30%. The Design Criteria, calculations and layout for the Port Security & Fencing has been provided in Attachment F. This task will be funded through the Port's DHS Port Security Grant Program.

RAILROAD SPUR & LOADING AREA $9 000 000

|  |  |  |
| --- | --- | --- |
| PHASE 1 | RAILSPUR |  |

Funding Sources:

LaDOTD PPP

Capital Outlay (engineering) DRA:

TOTAL

Project Components:

* Mainline Switch
* Excavation & Embankment switch
* Temporary Silt fencing
* Site Work
* Track Main spur (2500 ftX $2501f)
* Turnouts (2 X $60,000)
* Grade Crossings (Timber 1 X $15000)
* Berms - End of Track $5,000)
* Misc. Track Items and Parts
* Const. Access/Grading (1000x180)
* Construction  Engineering & Inspection

Total Phase I

Tasks:

$ (90% Construction)

$ 177,000 (Engineering

$ 1,000,000 (engineering, permit, and switch payment)



(DRA & LaDOTD)

$ 132,000 (LaDOTD)

$ 30,000 (laDOTD)

(laDOTD)

$ 625,000 (LaDOTD)

$ 120,000 (LaDOTD)

$ 15,000 (LaDOTD)

$ 5,000 (LaDOTD)

$ 12,500 (LaDOTD)

###### $ 180,000 (LaDOTD)

$4,251,500

$698,900 (DRA & capital outlay)



* 100% Design submittal to Union Pacific
* Division of phases to develop bid package for phase I
* La DOTD budgeted $6.3 million for total rail project

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| PHASE 11 | RAIL LOADING AREA |  |  |  |  |

Funding Sources:

|  |  |
| --- | --- |
| LaDOTD PPP | $  (90% Construction) |
| Capital Outlay (engineering) | $ 1,800,000 (Engineering & Construction) |
| DRA: | $ O ( phase l , may be issue with reimbursement) |

TOTAL 

Note LaDOTD still has $276,950 remaining in rail budget, major issue with Capital Outlay if neit does not come through, must continue to submit grant applications for assistance with rail loading area, we can not start phase Il until we secure at least $1.6 million from somewhere we could use ladotd for 90% however would come out of other components) If capital outlay does not materialized, the port would be responsible for the engineering which would be $199,100 and 10% of Construction $385,050 for a total of $ 584,150 worst case scenario.

Project Components:

|  |  |
| --- | --- |
| Track loading spurs (6000 ft X $2501f) | $    (LaDOTD & Capital outlay) |
| Turnouts (7 X $60,000) | $ 420,000 (LaDOTD) |
| Grade Crossings (Timber 1 X $15000) | 15,000 (LaDOTD) |
| Berms - End of Track (5X $5,000) | 25,000 (LaDOTD) |
| Misc. Track Items and Parts | 12,500 (LaDOTD) |
| Loading Rack Platform | $ 540,000 (LaDOTD) |
| Loading Rack Pumps | $ 780,000 (LaDOTD) |

* Grounding, bonding, etc. 50,000 (LaDOTD)
* Operation Shed 20,000 (LaDOTD)
* Const. Access/Grading (1600x180) s 288,000 (LaDOTD)

Construction(+$200,OOO contingencies)

|  |  |
| --- | --- |
| Engineering & Inspection | S199,100 ( Capital outlay) |
| Total Phase Il | $ 4,049,600 |

Total both Phase I & Il

Tasks needing to be performed:

* Design layout of Phase I l
* Push Neil to commit to capital outlay
* Delay as long as possible in effort to seek federal assistance, Best opportunity is resubmittal of our PIDP application for railspur (third time) next year but would be 2 years before we could start if award.
* Seek additional avenues for funding, Earmark, other

DHS — Security Fence Total Proiect $ 1333333

Funding Sources

DHS 

Port $333,333 ( $83,333 Port and $250,000 LaCRED)

Total $1,333,333 Project Components:

|  |  |  |
| --- | --- | --- |
|  | 30,025 linear feet of 6' high chain link w/3-strand barbed wire (30Lf) | $900,750 |
|  | Seven (7) double manual swing gates $4,5050/gate | $ 31,850 |
|  | Security Cameras (vehicle Recognition system ?) | $200,000 |
|  | Engineering, inspection and testing | $171,440 |
| • | Grant Admin | s 30.043 |
|  | TOTAL | $1,333,333 |

Tasks needing to be performed:

* Permit with Tensas Levee Board and Corps of engineers
* Design layout of fencing with approval from LGF
* Agreement with adjacent landowners
* Expedite spend fund ASAP, purchase all fencing material and store in warehouse
* Start installation on property owned by port
* Need to request an extension by October 24 but need to have started the project
* Final date for completion will probably be September 26 ( but could try for second extension)

EDA — Emergency Staging Area $2,824,240 Original request

Funding Sources (Awarded)

EDA(all other items including Admin for North Delta)

Port/LaCRED $ 315,000 (Port $65,000 and LaCRED $250,000 — Engineering & Inspection)

La DOTD $ 250.000 ( only used for road)

Total $( will need to reduce OG budget $9,240)

###### Grant Budget revised to match award

|  |  |
| --- | --- |
| Admin/Legal Expenses | $63,810 (added by EDA) |
| Architectural/Engineering | $210,000 |
| Project Inspection fees  Construction | $100,000 |
| Equipment | $601,178 |

Total 

Project Components:

* 8000 sq.ft. Response Nexus Hanger
* 1440 sq.ft. Modular Operation Center (Admin, Building)
* 1250 sq.ft. Responder's ReadyCenter (Bathroom, showers, break areas)
* 2 Response Resources Bins (shipping Containers)
* 2 Mobile Command Trailer Hookups
* 1 Mobile Loading Dock
* 1 Natural Gas Generator
* 15-acre site
* 5-acre aggregate laydown facility with utilities
* Aggregate road connecting ESA with existing road. ( LaDOTD $250,000, approximately 1,500 1.f. )  Engineering and Inspection (Port and LaCRED, $310,000)

As presented in application, Table 1 Project Costs and Funds Requested (incorporating contingencies within each item)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Description | Total Cost  (millions) | Non-Federal |  | Federal |
|  |  | Louisiana  DOTD PPP\* | Port | EDA |
| Response Nexus Hanger | $ 525,000 |  |  | $525,000 |
| Modular Operation Center | $ 235,000 |  |  | $235,000 |
| Response Ready Center | $ 235,000 |  |  | $235,000 |
| Response Resource | 10,000 |  |  | $10,000 |
| Lighting,Wire,  Conduit, Poles | 48,000 |  |  | $48,000 |
| Grading & Drainage | $ 25,000 |  |  | $25,000 |
| Aggregate  Mustering Yard | $ 980,252 |  | $190 | $ 980,062 |
| Generator | $105,000 |  |  | $105,000 |
| Trailer/Offce Hookups | $25,000 |  |  | $25,000 |
| Access and Gates | $16,000 |  |  | $16,000 |
| Mobile Loading Dock | $41,178 |  |  | $41,178 |
| Gravel Access Road | $280,000 | $250,000 | $16,000 | $14,000 |
| Engineering | $194,350 |  | $194,350 |  |
| Inspection | $90,960 |  | $90,960 |  |
| Testing &  Surveying | $13,500 |  | $13,500 |  |
| Total |  | $ 250,000 | $ 315,000 | $ 2,259,240 |
|  | TOTAL Project | Cost |  |  |
|  | Non-Federal | Share | $ 565,000 |  |
|  | Port/ (others) |  | $ 315,000 | (11.1%) |
|  | LaDOTD PPP |  | $ 250,000 | (8.9%) |
|  | Federal (EDA) | Share |  | (80%) |

\*La DOTD PPP awarded the Columbia Port Commission $15 million in FY 2022 for Infrastructure Improvements. State Project No. H.014968 would be eligible for use as non-federal match should the Port be awarded this Project. LaDOTD PPP has awarded and will make available $250,000 million. LaDOTD PPP only reimburses of construction cost and no engineering.

Table 2.

|  |  |  |  |
| --- | --- | --- | --- |
|  | FUNDING SOURCE | FUNDING AMOUNT | TOTAL FUNDING |
| EDA FUNDS |  |  |
| NON-FEDERAL FUNDS | s 565,000 | $ 565,000 |
|  | TOTAL |  |  |

Engineers Estimated Cost adjusted to match grant award (removed from Contingencies)

|  |  |  |
| --- | --- | --- |
| Description | Total | Comment |
| Response Nexus Hanger | $500,000 |  |
| Modular Operation Center | $225,000 | (equipment) |
| Responders Ready Center | $225,000 | (equipment) |
| Response Resource Bins | $ 10,000 | (equipment) |
| Lighting, Wire, conduit, poles | $ 48,000 |  |
| Grading and Drainage | $ 25,000 |  |
| Aggregate Muster Yard | $980,252 |  |
| Generator | $100,000 | (equipment) |
| Trailer/office hook ups | $ 25,000 |  |
| Access and Gates | $ 16,000 |  |
| Mobile Loading Dock | $ 41,178 | (equipment) |
| Gravel Access Road | $250,000 |  |
|  | Construction sub total | $2,445,430 |
|  | Contingencies (- EDA changes) | 6,950 |
|  | Total Construction Cost |  |
|  |  |  |
|  | Administration | $ 63,810 |
|  | Engineering | $194,350 |
|  | Inspection | $ 90,960 |
|  | Testing | $ 10,000 |
|  | Surveying | $ 3,500 |
|  | Total Professional Services | $ 362,620 |
|  |  |  |
|  | Total Project cost estimate | $2,815,000 |

Timeline As per grant

April 2024 grant awarded commence work (Kickoff meeting on June 11, IOAM)

September 2024 complete permit requirements, design and layout, advertise for bid and awarded.

September 2025 construction of the access road and aggregate laydown yard complete

September 2026 construction and delivery of all equipment and buildings.

Seotember 2028 oroiect has to be comoleted bv Award.

Project Schedule: A/E procurement, if applicable 45 days; design period, 120 days; permitting 20 days, solicitation of bids, 30 days; awarding of contracts, 30 days; construction period 180 days. Total project time from procurement to closeout is 14 months.

Tasks needing to be performed:

* Signed agreement with EDA,
* La DOTD funds ($250,000) can only be used for 90% of Road Construction no engineering
* NELA LaCRED funds ($250,000 they would prefer be for a single structure)
* Design layout of facility with approval from LGF
* Coordinate road construction with LaDOT

MARAD -PIDPÆarmark -Dock Total Project  Original Request

Funding Sources:

|  |  |  |
| --- | --- | --- |
| Federal (CPFA) |  | (  Dock, and $590,900 Engineering) |
| La DOTD |  | ( $1,170,000 perimeter road) |
| Port | S 153.000 | ($130,000 road and $23,600 engineering) |

Total 

Modification request If DRA funds are awarded

Federal (cm)  ($99,400 Inspection fees, construction, $ 128,000 EV)

LaDOTD $ 420,000 ( perimeter road construction)

DRA $ 750,000 ( $270,900 engineering, $90,600 inspection, $388,500 construction)



PORT $ 153,600 ($ 99,100 engineering, $ 54,500 permitting other eng., )

Total

Project Components

|  |  |  |  |
| --- | --- | --- | --- |
|  | General Requirements |  | 147,500 |
|  | 50'X150' concrete working pad (7,500sf) |  | 637,500 |
|  | Aggregate turnaround (21,700sf) |  | 390,600 |

* 60" tie up dolphins 150ft long (2) 301,300
* Sheet piling (27,600 sf)

|  |  |  |
| --- | --- | --- |
|  | Walers and tie-backs | $ 271,400 |
|  | EV charge station (electrification of dock) | $ 128,000 |
|  | Grading and Site work  Site Perimeter Road (6,500 If) | $ 150,000 |
|  | Engineering | $ 370,000 |
|  | Inspection | $ 190,000 |
| • | Geotech | $ 20,000 |
|  | Testing | $ 4,000 |
|  | Surveying | $ 7,500 |
|  | Permitting | s 23.000 |

Total 

Timeline in Grant application

Start in summer of 2024 with completion in fall of 2025.

(However notification of award was delayed from Fall of 2023 till Spring of 2024, kickoff meeting June 17th )

Modified timeline once we get a signed agreement: 2-year schedule

1 month preliminary design (August 24)

4 months final design (Oct, Nov, Dec and Jan25)

3 months advertising and awarding of contract (Feb, March, and April 25)

1 month contract execution (May 25)

14 months of construction (June — August 25) construction needs to be during low water

1 month closeout (September 25)

Tasks needing to be performed:

* Signed agreement with MARAD, so clock can start, discuss our desire to control engineering to expedite project, port pays first $153,000 while awaiting DRA funds if awarded great if not we go back to original application with MARAD funds having to be used to complete engineering  Design layout of facility with approval from LGF
* Coordinate road construction with LaDOTD
* Expedite permitting and preliminary engineering with Port's $153,000 while we are waiting on notification of DRA funds which should be in October.

LADOTD Port Security received a $200,000 grant for the construction of a security guard station needs to be completed prior to December 2025. No match required

Outstanding Tasks

Overpass w/perimeter Road(left over from LaDOTD -

COST TO PORT

BASED ON LEVERAGED DOLLARS FOR SIGNED CONTRACTS PORT ONLY OWES $296,333 IF CAPITAL

OUTLAY FUNDS ARE MADE AVAILABLE, AS WELL AS ENGINEERING AND MATCH ON $2 MILLION STILL REMAIING IN LADOTD PPP.

LADOTD PPP FOIK INFRASTRUCTURE PROJECT OBLIGATED THE PORT TO $7.15 MILLION WHICH WE

HOPED TO MOVE CAPITAL OUTLAY INTO PRIORITY 1 ($2 MILLION) AND OBTAIN OTHER GRANTS TO

REDUCE NONSTATE MATCHING FUNDS OF $5.15. Port anticipated being able to reduce this amount to $640,000 to complete the $22.15 million project. In theory we have increased the infrastructure investments at the port to $ 36.57 million with approximately $2 million in State funds to assist with developing the overpass and additional perimeter roads at a cost to the port of $296,333, in theory.

Procurement Policy for the Columbia Port Commission

Purpose

These procedures are intended to serve as guidelines for the procurement of supplies, equipment, construction services and professional services related to federal grant funded projects including Economic Development Administration, DOTD Maritime Administration, and other federal grant programs. These guidelines meet the standards established in 2 CFR 200.317-326 and Louisiana State Bid Law.

General Policy

The Columbia Port Commission (CPC) will follow a fair, transparent, and competitive procurement process to select the most qualified firms.

Code of Conduct

No employee, officer, or agent of the Columbia Port Commission shall participate in the selection or in the award or administration of a contract supported by federal funds if a conflict of interest, real or apparent, would be involved. Such a conflict could arise if the employee, officer or agent; any member of his/her immediate family; his/her partner; or an organization which employs or is about to employ any of the above, has a financial or other interest in the firm selected for award.

No officer, employee or agent of the Columbia Port Commission shall solicit or accept gratuities, favors or anything of monetary value from contractors or firms, potential contractors or firms, or parties to sub-agreements, except where the financial interest is not substantial or the gift is an unsolicited item of nominal intrinsic value. Any alleged violations of these standards of conduct shall be referred to the Columbia Port Commission Attomey. M7here violations appear to have occurred, the offending employee, officer or agent shall be subject to disciplinary action, including but not limited to dismissal or transfer; where violations or infractions appear to be substantial in nature, the matter may be referred to the appropriate officials for criminal investigation and possible prosecution. The Port Director is responsible for oversight and enforcement of this policy. The Port Director will ensure regular training and updates for all employees, officers, and agents on conflict-of-interest policies and procedures

Selection Procedures

All procurement carried out with federal funds, where CPC is a direct party, shall be carried out in a manner that provides maximum free and open competition. Procurement procedures will not restrict or eliminate competition. CPC shall not place unreasonable requirements on finns in order for them to qualify to do business. Nor will CPC encourage or participate in noncompetitive practices among firms. The CPC is alert to organizational conflicts which would jeopardize the negotiation process and limit competition. CPC will not require unnecessary experience or bonding requirements.

Pursuant to state law, all solicitations of offers shall incorporate a clear accurate description of the technical requirements for the material, service, or product to be procured. In competitive procurements, these descriptions shall not contain features which unduly limit competition. The description may include a statement of the qualitative nature of the material, product, or service and the minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications shall be avoided whenever possible. A "brand name or equal" description may be used to define the performance or other salient requirements of procurement. The specific features of the named brand which must be met by offerors shall be clearly stated.

All solicitations of offers shall clearly set forth all requirements which offerors must fulfill and all other factors to be used in evaluating bids, proposals, or statements of qualifications.

Contracts shall be awarded only to responsible contractors/firms that possess the potential ability to perform successfully under the terms and conditions of the proposed procurement.

Consideration shall be given to such factors as the contractor's/firm's capacity, integrity, compliance with public policy, record of past performance, and financial and technical resources.

Methods of Procurement

Direct procurement by the CPC shall be made by using one of the following methods depending on the type of service to be procured.

Procurement by Micro-Purchases. Procurement by micro-purchase is the acquisition of supplies or services, the aggregate dollar amount of which does not exceed the micro-purchase threshold. To the extent practicable, the non-Federal entity must distribute micro-purchases equitably among qualified suppliers. Micro-purchases may be awarded without soliciting competitive quotations if the non-Federal entity considers the price to be reasonable.

Small Purchase Procedures. Relatively simple, informal procurement procedures will be used where the purchase of materials, supplies, equipment, and/or other property will not cost in the aggregate more than $ 10,000, and for construction with a cost of less than $250,000, except where further limited by state law or granting agency policy. Professional services for architectural/engineering services must be procured through competitive negotiation. The procurement officer must obtain a minimum of three oral or written price or rate quotations from qualified sources. Documentation on all quotations received (whether oral or written) shall be made a part of the file.

Competitive Sealed Bids/Formal Advertising. Under this procedure bids are publicly advertised in accordance with the state's Public Bid Law. A firm fixed price contract (either lump sum or unit price) shall be awarded to the responsible bidder whose bid is lowest in price and that conforms to all the material terms and conditions of the advertisement for bids. Competitive sealed bids can be used ONLY when the following criteria are met: (1) there are complete, adequate, and realistic specifications or purchase descriptions; (2) there are two or more responsible bidders who are willing and able to compete effectively; (3) the procurement can be made on a firm fixed-price contract and selection of the successful bidder can appropriately be made principally on the basis of price. When formal advertising is used the following conditions shall be met.

I. The advertisement for bids shall be publicly advertised in accordance with state law.

Il. The advertisement for bids, including the specifications and pertinent attachments, shall clearly define the items or services needed in order for the bidders to properly respond to the advertisement.

111. All bids shall be opened publicly at the time and place specified in the advertisement for bids.

1. A firm fixed-price contract award shall be made by notice to the lowest responsible bidder whose bid conforms to the advertisement for bids. Where specified in the bid documents, factors such as discounts, transportation costs, and life cycle costs shall be considered in determining which bid is lowest. Payment discounts shall only be used to determine low bid when prior experience indicates that such discounts are generally taken.
2. Notwithstanding the above, any or all bids may be rejected when there are sound documented business reasons in the best interest of grant program.

Competitive Negotiation: Requests for Proposals/Qualification Statements. This method may be used when formal advertising is not appropriate. Architectural and engineering services must be procured via requests for qualification statements; administrative consulting services must be procured via requests for proposals. Other professional services may also be procured by requests for proposals. The following procedures will be used for competitive negotiation:

I. Requests for proposals or qualification statements must be advertised in a newspaper in the nearest metropolitan area in accordance with the rules of the grant program. All submittals will be honored and entered into the competition.

Il. The package for proposals or qualification statements shall identify all significant evaluation factors or selection criteria, including the corresponding point system that will be used to rate the proposals/qualification statements.

111. The selecting official (or committee, if one is designated) shall review all proposals and statements received and make a technical evaluation of each. This shall also include a written statement that identifies the basis upon which the selection was made.

1. Contract award will be made to the responsible offeror whose submission is deemed most appropriate to the CPC with consideration for price, qualifications, and other factors set by the local government. Unsuccessful offerors shall be notified in writing within ten working days of contract award. Documentation of notification shall be maintained in the contract selection file for the individual project.
2. Following the review of the qualification statements received, the most qualified competitor will be selected to enter into contract negotiation. This shall always include negotiation of price to insure cost reasonableness. At the conclusion of successful negotiation, the competitor shall be invited to enter into a contract.

Noncompetitive Negotiation/Sole Source. Noncompetitive negotiation shall be used when small purchase, formal advertising, or competitive negotiation procedures are not feasible. Noncompetitive negotiation will involve solicitations of a proposal from only one source. This can also occur if solicitations under the competitive negotiation procedures result in only one proposal or qualification statement. Noncompetitive negotiation shall only be used when written authorization has been obtained from the state's Office of Community Development, with the one exception noted. In order to qualify for this type of procurement, one of the following circumstances must apply:

I. The item or service is available only from a single source;

11. It is determined that a public urgency or emergency exists and the urgency will not permit the delay beyond the time needed to employ one of the other three methods of procurement.

111. The state expressly authorizes noncompetitive proposes in response to a written request from the CPC.

IV. After solicitation of a number of sources, competition is determined to be inadequate.

Contract Pricing

Cost plus percentage of cost and percentage of construction cost methods of contracting MUST NOT be used. CPC shall perform cost or pricing analysis in connection with EVERY procurement action including contract modifications. Costs or prices based on estimated costs for federal grant projects shall be allowed only to the extent that the costs incurred or the cost estimates included in negotiated prices are consistent with federal cost principals. Cost reimbursement, fixed price, per diem contracts, or a combination thereof may be utilized as appropriate. A cost reimbursement type contract is most appropriate when the scope and extent of the work to be performed are not clearly defined. A cost reimbursement contract MUST clearly establish a cost ceiling which may not be exceeded without fonnally amending the contract, and must identify a fixed dollar profit that may not be increased unless there is a contract amendment that increases the scope of the work. A fixed price contract is appropriate when the scope of work is very well defined and product oriented. A fixed price contract MUST establish a guaranteed price that may not increase unless there is a contract amendment that increases the scope of the work. A per diem contract expected to exceed $10,000 will not be considered unless CPC has determined that a cost reimbursable or fixed price contract is not appropriate. Cost and profit included in the per diem rate MUST be specifically negotiated and shown separately in the proposal. The contract must clearly establish a ceiling price that may not be exceeded without formally amending the contract. The CPC may use a multiplier type of compensation under either the cost reimbursement or fixed price contract. The multiplier and the portions of the multiplier applicable to overhead and profit must be specifically negotiated and separately identified in the contract.

Procurement Records

The CPC shall maintain records sufficient to detail the history of the procurement. The records shall include the following contract provisions and conditions, as applicable for construction contracts. (A) Contracts for more than the simplified acquisition threshold currently set at $150,000, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. 1908, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.

1. All contracts in excess of $10,000 must address termination for cause and for convenience by the non-Federal entity including the manner by which it will be affected and the basis for settlement.
2. Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all contracts that meet the definition of "federally assisted construction contract" in 41 CFR Part 601.3 must include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 CFR Part, 1964- 1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order

1 1246 Relating to Equal Employment Opportunity," and implementing regulations at 41 CFR part

60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

1. Davis-Bacon Act, as amended (40 U.S.C. 3141-3148). When required by Federal program legislation, all prime construction contracts in excess of $2,000 awarded by non-Federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. 3141-3144, and 3 146-3148) as supplemented by Department of Labor regulations (29 CFR Part 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-Federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency. The contracts must also include a provision for compliance with the Copeland "Anti-Kickback" Act (40 U.S.C. 3145), as supplemented by Department ofLabor regulations (29 CFR Part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency.
2. Contract Work Hours and Safety Standards Act (40 U.S.C. 3701-3708). Where applicable, all contracts awarded by the non-Federal entity in excess of $100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5). Under 40 U.S.C. 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours.
3. Contract Work Hours and Safety Standards Act (40 U.S.C. 3701-3708). (Continued) Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a halftimes the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.
4. Rights to Inventions Made Under a Contract or Agreement. If the Federal award meets the definition of "funding agreement" under 37 CFR \*401.2 (a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that "funding agreement," the recipient or subrecipient must comply with the requirements of 37 CFR Part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency.
5. Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended—Contracts and subgrants of amounts in excess of $ 150,000 must contain a provision that requires the non-Federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671 q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).
6. Debarment and Suspension (Executive Orders 12549 and 12689)—A contract award (see 2 CFR 180.220) must not be made to parties listed on the government-wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR part 1986 Comp., p. 189) and 12689 (3 CFR part 1989 Comp., p. 235), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.
7. Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)—Contractors that apply or bid for an award exceeding $100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated fttnds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.
8. See 5200.322 Procurement of recovered materials.
9. Pursuant to LRS 38:2227, public entities are required to obtain an attestation regarding past criminal convictions, if any, from the lowest bidder responding to advertisements and letting for bids for public works contracts. The Past Criminal Convictions of Bidders form must be included in all contracts for public works.
10. Pursuant to LRS 38:2212.10, all bidders and contractors perfoming physical services with public entities must be registered and participate in a status verification system to verifr that all employees in the state are legal citizens of the United States, or are legal aliens. The bidder/contractor must sign an attestation that they are complying with this law, and that all subcontractors will comply with this law.
11. Pursuant to LRS 23 : 1726 bidders and contractors must certify that they are not being assessed penalties regarding unpaid worker's compensation insurance.

Contract Administration

The CPC shall maintain contract administration systems that ensure contractors/firms perform in accordance with the terms, conditions, and specifications of their contracts or purchase orders. The accepted performance of contractors/ firms will be a factor in subsequent contract negotiations and award. Remedial action by the CPC through legal processes shall be considered in instances of identified significant nonperformance.

Compliance

This policy is in compliance with 2 CFR 200.318(c)(1) and Louisiana state bid law, ensuring that all procurement activities are conducted ethically and transparently. By adhering to this policy, the Columbia Port Conunission ensures that all procurement activities are conducted with integrity, maintaining public trust and compliance with applicable regulations.

Procurement Procedures

1. Procurement Planning
   * Define project scope and requirements.
   * Develop a timeline for the procurement process.
   * Determination if the request is a Competitive Proposal or Noncompetitive Proposal, o Due to the nature of the EDA Grant Project this project is a Competitive Proposal,

Unlike sealed bidding, the competitive proposal method permits: consideration of technical factors or "qualitative or non-cost factors other than price; discussion with offerors concerning offer submitted; negotiation of contract price or estimated cost and other contract terms and conditions; revision of proposals before the final contractor selection; and the withdrawal of an offer at any time up until the point of award. Award is normally made on the basis of the proposal that represents the best overall value, considering price and other factors, e.g., technical expertise, demonstrated performance, quality of proposed staffing, etc., set forth in the solicitation and not solely the lowest price.

* + Types of Contract: Fixed-price, cost reimbursement and time and materials, the type of contract preferred by the Port is cost reimbursement. Cost-reimbursement types of contracts provide for payment of allowable incurred costs, to the extent prescribed in the contract. The contracts establish an estimate of total cost for the purpose of obligating funds and establishing a ceiling that the contractor may not exceed (except at its own risk) without the approval of the Port. Unlike a fixed price contract, the contractor may not necessarily receive the total amount of the cost ceiling. Cost-reimbursement contracts are suitable for use only when uncertainties involved in contract performance do not permit costs to be estimated with sufficient accuracy. A cost-reimbursement contract may be used only when: the contractor's accounting system is adequate for determining costs applicable to the contract; and appropriate surveillance during performance will provide reasonable assurance that efficient methods and effective cost controls are used.

1. Request for Qualifications (RFQ) Development
   * Project Description: Include detailed project components (e.g., Response Nexus Hangar, Modular Operation Center, etc.).
   * Scope of Work: Outline tasks such as design, layout, bid package development, inspection, and testing.
   * Submission Requirements: Specify documentation needed (e.g., firm's experience, personnel qualifications, project approach).
   * Evaluation Criteria: List criteria such as project experience, personnel qualifications, understanding of the project, approach, and past performance.
   * Submission Instructions: Provide a clear deadline and submission method.
2. Advertising the RFQ
   * Publish the RFQ in local newspapers for 3 consecutive weeks, and on the CPC website a minimum of 30 days after the initial announcement.
3. Review and Evaluation of Submissions
   * + Selection Committee: Form a committee with relevant expertise. The committee will consist of three members, two will be from the Columbia Port Commission, the Port Director and its President or Secretary/Treasurer, the third committee members will be selected at-large based on experience (either a representative from the Louisiana Department of Transportation and Development or a fellow public port.)
     + Initial Review: Check submissions for completeness and compliance.
     + Evaluation: Score submissions based on established criteria.  Shortlisting: Identify top firms for further consideration.

Criteria and Scoring (Total: 100 Points)

Experience with Similar Projects (20 Points)

* + - 0-5 Points: Limited relevant experience.
    - 6-10 Points: Moderate experience with some similar projects.
    - 11-15 Points: Extensive experience with similar projects.
    - 16-20 Points: Highly relevant experience with numerous similar projects.

Qualifications and Experience of Key Personnel (20 Points)

* + - 0-5 Points: Key personnel have minimal relevant qualifications.
    - 6-10 Points: Some key personnel have moderate qualifications.
    - 11-15 Points: Key personnel have extensive qualifications.
    - 16-20 Points: All key personnel have exceptional qualifications and relevant experience.

Understanding of Project Scope (15 Points)

* + - 0-5 Points: Demonstrates limited understanding of the project scope.
    - 6-10 Points: Shows moderate understanding with some gaps.
    - 11-15 Points: Demonstrates thorough and complete understanding of the project scope.

Technical Competence and Approach (10 Points)

* + - 0-3 Points: Weak technical approach and low competence.
    - 4-6 Points: Adequate technical approach with moderate competence.
    - 7-10 Points: Strong technical approach and high competence.

Project Management Capabilities (10 Points)

* + - 0-3 Points: Limited project management capabilities.
    - 4-6 Points: Moderate project management capabilities.
    - 7-10 Points: Excellent project management capabilities.

Past Performance and References (10 Points)

* + - 0-3 Points: Poor or limited references and past performance.
    - 4-6 Points: Mixed references and moderate past performance.
    - 7-10 Points: Strong references and excellent past performance.

Cost Control Methods (5 Points)

* + - 0-1 Points: Limited or no cost control methods.
    - 2-3 Points: Adequate cost control methods.
    - 4-5 Points: Excellent cost control methods.

Proposed Project Timeline (5 Points)

* + - 0-1 Points: Unrealistic or unclear project timeline.
    - 2-3 Points: Acceptable timeline with some concerns.
    - 4-5 Points: Clear and realistic project timeline.

Affirmative Efforts as per 2CFR 200.321 (5 points)

* + - 0-1 Points: Firms located in Disadvantage Communities
    - 2-3 Points: Firms which are identified as women's business enterprises, minority firms and labor surplus firms.
    - 3-5 Points: Firms which represent multiple categories.

1. Interviews and Selection
   * Conduct interviews with shortlisted firms to assess qualifications and project understanding.
   * Select the most qualified firm based on evaluations and interviews, following the methods in 2 CFR 200.320(d).
2. Negotiation and Contracting
   * Negotiate scope, fees, and contract terms with the selected firm.
   * Ensure contract compliance with 2 CFR 200.318 (General procurement standards) and include necessary provisions from 2 CFR 200 Appendix Il (Contract Provisions for NonFederal Entity Contracts Under Federal Awards). The Columbia Port Commission will ensure compliance by having the Port Director and the Port's attorney perform these tasks. This includes following federal procurement standards (2 CFR 200.318) and including necessary contract provisions from 2 CFR 200 Appendix Il in all contracts under federal awards. The Port Director and the Portls attorney will oversee procurement processes, develop contracts with the required provisions, manage contract obligations, conduct periodic reviews, provide necessary training, and maintain proper documentation.

Any disputes relating to procurement actions will be resolve in accordance with 2CFR 200.318.

1. Award and Documentation
   * Award the contract to the selected firm.
   * Maintain detailed procurement records as required by 2 CFR 200.324 (Procurement documentation) and 2 CFR 200.333 (Retention requirements for records).
2. Monitoring and Management
   * Regularly review the firm's progress to ensure compliance with project scope, timeline, and budget.
   * Conduct periodic inspections and testing in accordance with the RFQ and contract, as outlined in 2 CFR 200.318(b).

Compliance and Ethics

* + Maintain high standards of conduct and avoid conflicts of interest as required by 2 CFR 200.3180.
  + Ensure all actions are consistent with federal procurement guidelines and Louisiana bid law.

References

* + 2 CFR Part 200
  + EDA Procurement Guidance
  + Louisiana R.S. 38:2211 Louisiana Public Bid Law

By adhering to these procedures, the Columbia Port Commission ensures a transparent, fair, and compliant selection process for procurement for federal ftlnded projects.

Request For Qualifications (RFQ)

Federal Project No. ED24AUSOG0103

State Project No. SPN H.014968 (324)

EDA Disaster Supplemental — Emergency Staging Area — Columbia Port Commission, Caldwell Parish Louisiana.

Under the authority granted by Louisiana Revised Statutes, the Columbia Port Commission hereby issues this request for qualifications (RFQ) to solicit a consulting firm for engineering and related services. Consultants, whether Louisiana-based or foreign LLC or corporations, must be duly registered with the Louisiana Secretary of State, as specified in Title 12 of the Louisia Revised Statutes. Additionally, consultants must be registered with the Louisiana Professional Engineering and Land Surveying (LAPELS) Board under its rules for firms. Failure to maintain good standing as per these provisions may result in consequences outlined in Title 12 and /or the LAPELS rules. All LAPELS requirements must be met at the time the proposal submission. Moreover, consultants are required to be registered with the Louisiana Secretary of State and the Federal Government, via SAM.gov, prior to contract execution.

One (1) proposal will be selected from the RFQ solicited through this advertisement. The contract will be established between the selected consultant and the Columbia Port Commission. Any question concerning this advertisement must be sent in writing to Greg@portcolumbia.com no less than 48 hours (excluding weekends and holidays) prior to the RFQ deadline.

Introduction

The Columbia Port Commission is pleased to announce the receipt of the FY2024 EDA Disaster Supplemental Grant, Project Number ED24AUSOG0103, titled Emergency Staging Area (ESA). This fransformative initiative aims to establish a robust Emergency Staging Area (ESA) as a central hub for efficient emergency responses. With a total budget of  the ESA project is poised to significantly enhance disaster preparedness and response capabilities.

Situated at the Port of Columbia, the ESA leverages the port's strategic transportation connectivity to optimize emergency response efforts. Notably, this initiative is not confined to benefitting northcentral Louisiana; it extends its reach to South Louisiana, fostering regional collaboration and coordinated disaster responses. The project is aligned with the Economic Development Administration's (EDA) priority of bolstering resilience in the face of natural disasters.

Anticipated economic impacts encompass a spectrum of benefits, including job creation, bolstered emergency response capacities, business opportunities, streamlined resource coordination, cost savings, and vital support for port operations. With an estimated cost of $2,815,000, the project's funding structure is a testament to collaborative efforts. The EDA contributes 80% ($2,250,000), while a 20% non-federal share of $565,000 is sourced from various stakeholders. This non-federal share comprises $250,000 from the Louisiana Department of Transportation and Development Port Priority Program (LaDOTD PPP), $250,000 from the North East Louisiana Alliance (NELA) — LaCRED program, and $65,000 from the Columbia Port Commission.

Situated along the Ouachita River in Caldwell Parish, the Columbia Port Commission serves as the nexus of this ambitious endeavor. Conveniently located at 129 Riverton Campground Road, just 5 miles north of Columbia, Louisiana, on US 165, and approximately 25 miles south of 1-20, the port's strategic position enhances its suitability for spearheading disaster response efforts and fostering regional resilience.

The ESA project at the Port of Columbia signifies a critical invesünent in disaster response infrastructure, economic growth, and regional resilience. By bolstering emergency response capabilities and infrastructure support, this initiative promises to deliver lasting benefits to the entire community.

Scope of Services

The consultant shall undertake the following tasks as part of this contract, providing comprehensive engineering design, contract administration, and construction engineering and inspection services for the Emergency Staging Area. All work shall adhere to the requirements stipulated by both state and federal regulations, as well as the terms outlined in the resulting contract. Deliverables shall conform to the prescribed fon•nat, and the consultant shall execute their duties with the level of care and expertise typical of professionals practicing under similar circumstances. Key tasks include:

1. Coordination:
   * Collaborate closely with Port, Louisiana Department of Transportation and Development (LaDOTD), and Economic Development Administration (EDA) personnel, actively participating in all relevant meetings.
2. Engineering Design:
   * Assume the role of Engineer of Record for the design of the Emergency Staging Area, undertaking all requisite surveys, preparing plans, technical specifications, and cost estimates.
   * Complete all necessary documentation for the project in strict accordance with the latest edition of the Louisiana Standard Specifications.
3. Permitting and Approvals:
   * Identi%l and secure all permits and approvals necessary for the project, ensuring compliance with applicable local, state, and federal regulations, rules, and laws.
4. Construction Phase Services:

 Prepare the construction proposal, facilitate the advertisement for and receipt of bids, and assist the Port in the award process.

 Conduct comprehensive construction quality control/quality assurance activities related to the Emergency Staging Area, including conducting meetings, daily inspections, testing, and verifying compliance with construction plans.

 The selected consultant must submit their Quality Assurance/Quality Control (QA/QC) plan within 30 business days of receiving the award notification.

1. As-Built Documentation:
   * Provide accurate As-Built documentation of the Emergency Staging Area, duly signed by a licensed Louisiana engineer to certify construction compliance.

Scope of Work

The scope of work for the Emergency Staging Area, as outlined in our EDA Grant Application, is sumrnarized as follows:

1. Facility Construction:
   * Response Nexus Hangar: Construct an 8000 sq. ft. Response Nexus Hangar to serve as a central hub for emergency response operations.

 Modular Operation Center: Provide a 1440 sq. ft. Modular Operation Center to house administrative functions and essential operational facilities.

* + Responder's Ready Center: Provide a 1250 sq. ft. Responder's Ready Center equipped with bathrooms, showers, and break areas to accommodate emergency responders.

 Response Resources Bins: Install two Response Resources Bins using shipping containers for storage of essential emergency response equipment.

 Mobile Command Trailer Hookups: Provide infrastructure for two Mobile Command Trailer Hookups to facilitate command and control operations during emergencies.

 Mobile Loading Dock: Establish a Mobile Loading Dock to facilitate efficient loading and unloading of resources.

 Natural Gas Generator: Install a Natural Gas Generator to ensure uninterrupted power supply during emergencies.

1. Site Development:
   * Develop a 15-acre site to accommodate the Emergency Staging Area and associated facilities.
   * Construct a 5-acre aggregate laydown facility with utilities to facilitate storage and staging of materials and resources.
   * Construct an aggregate road connecting the ESA with existing roads, spanning approximately 1,500 linear feet.
2. Engineering and Inspection:
   * Provide engineering and inspection services to ensure compliance with design specifications, regulatory requirements, and industry standards.
3. Grant Administration/Management:
   * Oversee grant administration and management activities to ensure adherence to grant requirements and successful project implementation.

Preliminary design, layout, and other pertinent information submitted as part of the EDA Grant Application have been incorporated within this RFQ for reference and clarity.

Project Budget

|  |  |  |
| --- | --- | --- |
| Com onent Descri tion | Total | Comment |
| Res nse Nexus Han er | $500,000 |  |
| Modular O eration Center | $225,000 | e ui ment |
| Res nders Read Center | $225,000 | e ui ment |
| Res nse Resource Bins | $ 10,000 | e ui ment |
| Li tin Wire, conduit, les | $ 48,000 |  |
| Gradin and Draina e | $ 25,000 |  |
| A e te Muster Yard | $980,252 |  |
| Generator | $100,000 | e ui ment |
| Trailer/offce hook u s | $ 25,000 |  |
| Access and Gates | $ 16,000 |  |
| Mobile Loadin Dock | $ 41,178 | e ui ment |
| Gravel Access Road | $250,000 |  |
|  | Construction sub total |  |
|  | Contingencies EDA chan es | 6.950 |
|  | Total Construction Cost |  |
|  |  |  |
|  | Administration | $ 63,810 |
|  | En ineerin | $194,350 |
|  | Ins ction | $ 90,960 |
|  | Testin | $ 10,000 |
|  | Surve in | $ 3,500 |
|  | Total Professional Services | $ 362,620 |
|  |  |  |
|  | Total Pro•ect cost estimate |  |

Project Timeline

Project Schedule: NE procurement, if applicable 45 days (Sept 15, 2024); design period, 120 days (January 15, 2025); permitting 20 days (February 1, 2025), solicitation of bids, 30 days (March 15, 2025); awarding of contracts, 30 days (April 27,2025); construction period 180 days (October 31 , 2025). Total project time from procurement to closeout is 14 months.

Submission Requirements:

Engineering firms interested in submitting proposals must provide the following information:

1. Affidavit:

o Signed affidavit affirming that the firm is not barred from or under any disputes with federal agencies concerning the performance of federal grants, or involved in any pending litigation that would impede the firm's ability to fulfill the required tasks associated with the project.

o

1. Experience and Qualifications:
   * + Detailed account of the engineering firm's experience, qualifications, and past projects relevant to emergency staging areas.
     + Emphasis on experience working with both federal and state agencies, as well as local economic development agencies and public port facilities.
     + Provide a minimum of 5 similar projects involving collaboration with Federal agencies, State of Louisiana Agencies, Local Economic Development Agencies, and/or public port facilities.
2. Key Personnel Resumes:

o Resumes of key personnel who will be directly involved in the project, highlighting relevant experience and qualifications.

1. Project Management Approach:
   * + Description of the firm's approach to project management and quality control.
     + Preference for all work to be performed by the submitting firm with minimal outsourcing.
     + Ability to perform engineering design, inspection, and surveying in-house.
     + Allowance for third-party geotechnical labs, but preference given to firms capable of providing comprehensive services.
2. Fee Structure:

o Fee Structure will be negotiated with the selected firm. However, the Port requires compliance with the State of Louisiana's capital outlay program for cost reimbursement for engineering services. This ensures all reimbursable expenses are meticulously documented and aligned with actual project costs. Detailed invoicing and regular audits are required to promote fiscal responsibility and efficiency, ensuring optimal use of public funds. Your submittal should demonstrate your firm's ability to adhere to this model, contributing to the successful and high-quality completion of the project.

1. Project Timeline:
   * + Statement affirming the firm's ability to adhere to the project timeline outlined in the RFQ.
     + Address any concerns or issues regarding the proposed timetable within the submission.
2. Certification Regarding Lobbying:
   * Acknowledgment of the firm's ability to execute a Certification Regarding Lobbying as required by Section 1352, Title 31, of the U.S. Code if selected.

Minimum Personnel Requirements

* + At least one (1) principal of the Prime consultant shall be a registered professional engineer in the state of Louisiana.
  + At least one (1) principal or other responsible member of the prime consultant shall be currently registered in the state of Louisiana as a professional engineer in civil engineering.  At least one (1) principal or other responsible member of the prime consultant shall be a professional engineer, registered in the state of Louisiana, and shall have a minimum of five (5) years of experience in responsible charge of road, building, or other facility CE & I projects.
  + At least one (1) inspector shall have a minimum of five (5) years performing inspection of mechanical components of road, building, or other facility projects.
  + At least one (1) inspector shall have a minimum of five (5) years performing inspection of electrical components of buildings or other facility projects.
  + At least one (1) principal or other responsible member of the prime consultant shall have completed the Louisiana Transportation Research Center (LTRC) Tramc Engineering Process and Report Course training certification prior to submitting RFQ.
  + At least one (1) principal or other responsible member of the prime consultant shall be a licensed Louisiana Land Surveyor.
  + At least one (1) principal or other responsible member of the prime consultant shall have a minimum of five (5) years performing surveying for road, building or other facility projects.
  + Please not the number of Minimum Personnel requirements are minimal; all relevant personnel necessary to perform the Scope of Services, such as project engineer, Autocad, permit specialist, and inspectors, must be identified including their resumes reflecting required experience.

Evaluation Criteria and Scoring (Total: 100 Points)

##### Experience with Similar Projects (.20 Points)

* 0-5 Points: Limited relevant experience.
* 6-10 Points: Moderate experience with some similar projects.
* 11-15 Points: Extensive experience with similar projects.
* 16-20 Points: Highly relevant experience with numerous similar projects.

##### Qualifications and Experience of Key Personnel (20 Points)

* 0-5 Points: Key personnel have minimal relevant qualifications.
* 6-10 Points: Some key personnel have moderate qualifications.
* 11-15 Points: Key personnel have extensive qualifications.
* 16-20 Points: All key personnel have exceptional qualifications and relevant experience.

##### Understanding of Project Scope (15 Points)

* 0-5 Points: Demonstrates limited understanding of the project scope.
* 6-10 Points: Shows moderate understanding with some gaps.
* 11-15 Points: Demonstrates thorough and complete understanding of the project scope.

##### Technical Competence and Approach (10 Points)

* 0-3 Points: Weak technical approach and low competence.
* 4-6 Points: Adequate technical approach with moderate competence. ' 7-10 Points: Strong technical approach and high competence.

##### Project Management Capabilities (10 Points)

* 0-3 Points: Limited project management capabilities.
* 4-6 Points: Moderate project management capabilities.
* 7-10 Points: Excellent project management capabilities.

##### Past Performance and References (10 Points)

* 0-3 Points: Poor or limited references and past performance.
* 4-6 Points: Mixed references and moderate past performance.
* 7-10 Points: Strong references and excellent past performance.

##### Cost Control Methods (5 Points)

• Points: Limited or no cost control methods. • 2-3 Points: Adequate cost control methods.  4-5 Points: Excellent cost control methods.

##### Proposed Project Timeline (5 Points)

* 0-1 Points: Unrealistic or unclear project timeline.
* 2-3 Points: Acceptable timeline with some concerns.
* 4-5 Points: Clear and realistic project timeline.

##### Affirmative Efforts as per 2CFR 200.321 (5 points)

* 0-1 Points: Firms located in Disadvantage Communities
* 2-3 Points: Firms which are identified as women's business enterprises. minority firms and labor surplus firms.
* 3-5 Points: Firms which represent multiple categories.

Establish Selection Committee

The Columbia Port Commission will establish a Selection Committee comprising members with relevant expertise for the Emergency Staging Area project. The committee will consist of three members:

1. Port Director: Responsible for overseeing the initial review of all submissions to ensure completeness and compliance.
2. Port President or Secretary/Treasurer: Representing the executive leadership of the Columbia Port Commission.
3. At-Large Member: Selected based on experience, either from the Louisiana Department of Transportation and Development or another public port, to provide additional expertise.

Evaluation of Submissions

* + The Selection Committee will evaluate and score all submissions based on the established criteria outlined in the RFQ and the Port's Procurement Policy.

Shortlisting Process

* + Upon completion of the evaluation, the Selection Committee will shortlist the top firms based on their scores for further consideration.

Interviews

* + Shortlisted firms will be invited for interviews with the Selection Committee to assess their qualifications and understanding of the project.

Selection of Most Qualified Firm

* + Following the interviews, the Selection Committee will select the most qualified firm based on evaluations, interviews, and adherence to the methods outlined in 2 CFR 200.320(d) and the Port's Procurement Policy.

The Columbia Port Commission will form a Selection Committee with relevant expertise for the Emergency Staging Area project. The committee will consist of three members, two will be from the Columbia Port Commission, the Port Director and its President or Secretary/Treasurer, the third committee members will be selected at-large based on experience (either a representative from the Louisiana Department of Transportation and Development or a fellow public port.) The Port Director will perform an initial review of all submissions for completeness and compliance, which will be presented to the Selection Committee. The Selection Committee will evaluate and score all submissions based on the established criteria as presented in the RFQ and the Port's Procurement Policy. The Selection Committee will shortlist identify top firms for further consideration. The Selection Committee will conduct interviews with shortlisted firms to assess qualifications and project understanding, select the most qualified firm based on evaluations and interviews, following the methods in 2 CFR 200.320(d) and the Port's Procurement Policy.

Submission Deadline

The RFQ submissions are to be submitted by mail to: Columbia Port Commission, P.O. Box 550, Columbia. Louisiana 71418 or delivered in person to Columbia Port Commission, 212 Jackson Street Columbia, Louisiana 71418 prior to August 22, 2024.

Deadline: Submissions must be received no later than 1130 AM on August 22,2024 at the Caldwell Parish Police Jury.

The Columbia Port Commission will convene during our regular monthly meeting (August 22, 2024 at Noon) to open and review all submissions. Following this initial review, the Commission will schedule a dedicated session before September 1, 2024 by the Selection Committee to thoroughly assess submissions and conduct interviews with qualifying firms.

The selection process shall be finalized and the selected firm will be notified no later than September 13, 2024.

Contract Negotiation

Following the selection of the firm, the Columbia Port Commission will initiate negotiations to finalize the contract agreement. The negotiation process will focus on reaching mutual agreements on the following key aspects:

1. scope of Work:
   * Clarification and agreement on the specific tasks, deliverables, and milestones outlined in the scope of work as detailed in the RFQ.
2. Fees and Compensation:
   * Discussion and agreement on the fee structure, whether it be a fixed price or a cost reimbursement model with an agreed-upon maximum.
   * Ensuring transparency and fairness in fee allocation, with consideration given to the complexity and scope of the project.
3. Contract Terms:
   * Review and negotiation of contract terms to ensure alignment with project requirements, timelines, and objectives:
   * Incorporation of provisions to comply with 2 CFR 200 requirements, as well as adherence to both state and federal regulations governing the project.
4. Compliance and Regulatory Requirements:
   * Implementation of measures to ensure compliance with all relevant regulations and standards, including those set forth by state and federal agencies.
   * Incorporation of provisions to address any potential risks or liabilities associated with non-compliance.

5 Quality Assurance and Performance Metrics:

* Establishment of quality assurance measures and performance metrics to monitor and evaluate the firm's progress and deliverables throughout the duration of the contract.
* Clear delineation of responsibilities and expectations to maintain accountability and ensure project success.

6. Dispute Resolution Mechanisms:

* Inclusion of provisions for dispute resolution mechanisms to address any potential conflicts or disagreements that may arise during the course of the contract.
* Establishment of clear procedures for resolving disputes in a timely and efficient manner, with the goal of minimizing disruption to project progress.

Comprehensive Review

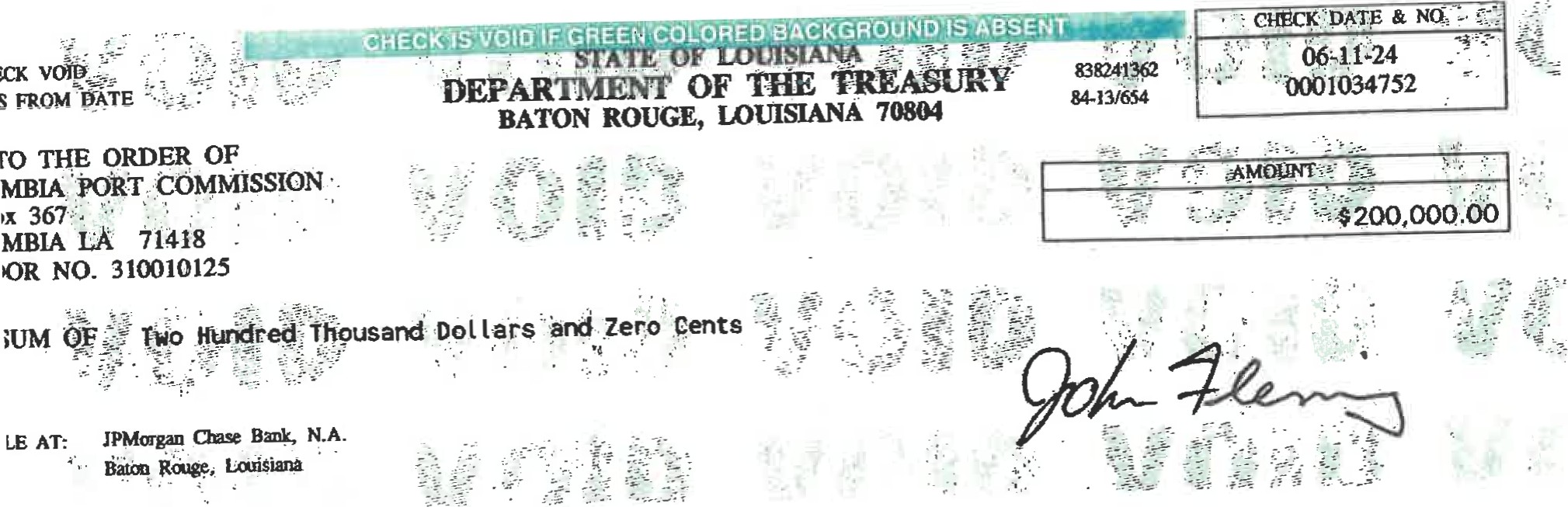
The negotiation process will involve a comprehensive review and discussion of all contractual terms and conditions to ensure that the contract reflects the interests and objectives of both parties.

Finalization and Execution

Upon reaching mutual agreement on all terms, the contract will be finalized and executed by both parties, marking the formal commencement of the project. Columbia Port Commission will enter into negotiations with the selected finn to agree on the scope of work, fees, and contract terms. Ensuring the contract complies with 2 CFR 200 requirements and includes provisions for compliance with both state and federal regulations.

Award Contract

The Columbia Port Commission will award the contract to the selected consulting engineer firm, prior to October 1, 2024. All necessary documentation will be completed and maintained for audit purposes. The Columbia Port Commission will regularly review the firm's progress to ensure compliance with the project scope, timeline, and budget through effective monitoring and project management.

LE AT:



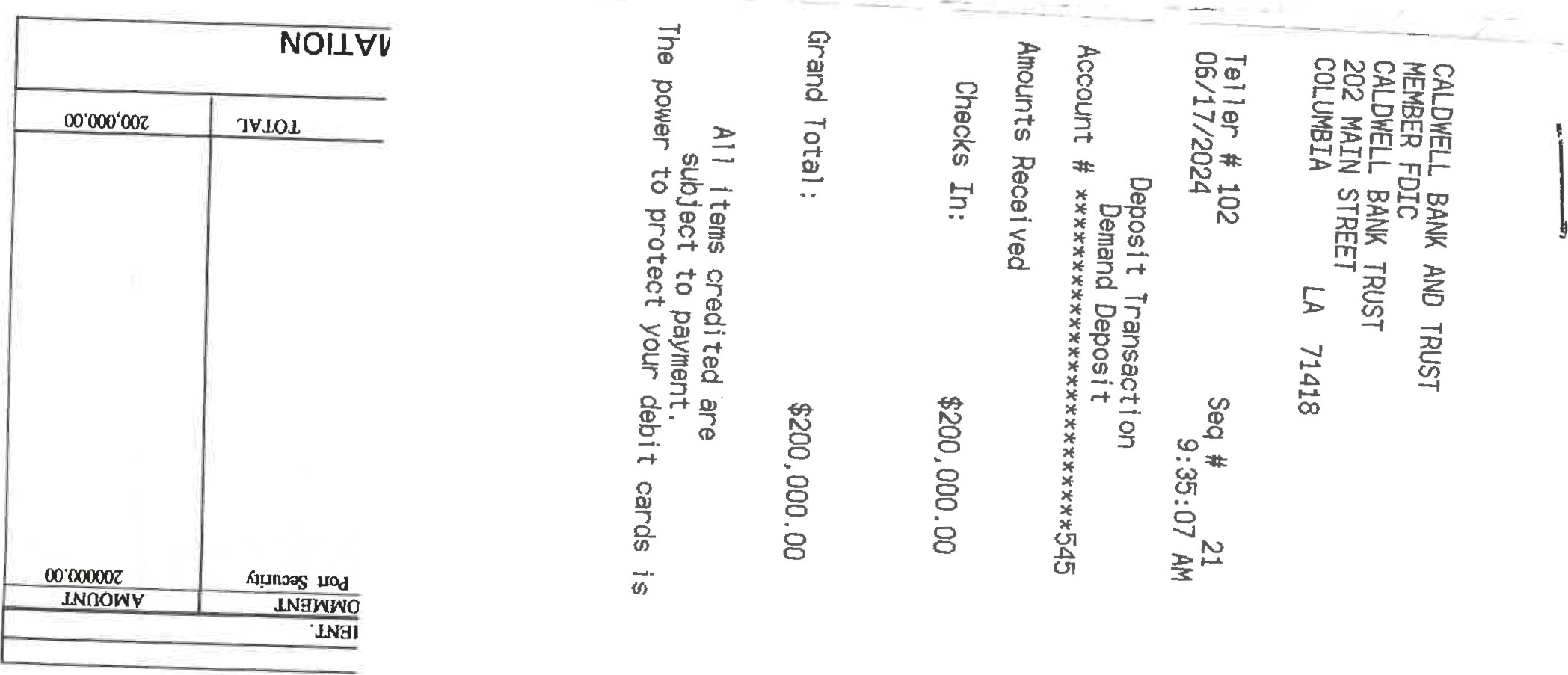


|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| CALL THE AGENCY PHONE NUMBER(S) PROVIDED HERE POR UBSTIONS REGARDING THIS PAYMENT.  AGY PH NO. AGY DOC NO. NO. CO AMOUNT | | | | | | |
| NGINEERING AND PERATION | 22S37M61 | 5102108314 | PO  2000837% | C LUMB[A SECUR | C.dl.mbia myrt |  |
| 1034752 PAY METH: V VENDOR: COLUMBIA PORT COMMISSION DATE: 0641-24  2001521442 | | | | | TOTAL | 200,000.00 |
| DOA (225) 342-1097 FOR EFT DIRECT PAYMENT ENROLLMENT INFORMATION | | | | | | |

STATE OF LOUISIANA - DEPARTMEFO OF TREASURY







ozozs

# DOT

LOUIStANA DEPARTMENT OF Office of the Secretary

TRANSPORTATION DEVELOPMENT PO Box 94245 Baton Rouge} LA 70804-9245

|  |  |  |
| --- | --- | --- |
| Joe Donahue | Pin: 225-379-1200 fx: 225-379-1851 | Jeff Landry |
| Secretary | June 4, 2024 | Governor |

Mr. Greg Richardson

Executive Port Director

Columbia Port Commission

Post Office Box 367

Columbia, Louisiana 71418

Re: PORT IMPROVEMENTS

PORT SECURITY

CALDWELL PARISH

Dear Richardson:

Enclosed is the Columbia Port Commission's fully executed Intergovernmental Agreement with the Louisiana Department of Transportation and Development dated June 4, 2024. This Agreement provides for the ftnding of the Port Security project.

We are looking forward to working with you. If I can be of further assistance, please contact me at (225) 379-3065.

Sincerely,

## LuzD

Randall D. Withers, P.E.

Ports and Waterways Director

RDW/rdw

Enclosures:

Columbia Port Commission -

Executive Council (copy of agreement)

Louisiana Department of Transportation and Development 1201 Capitol Access Road i Baton Rouge, LA 70802 1 225-379-1200

An Equal Opportunity Employer I A Drug-Free Workplace I Agency of Louisiana.gov I dotd.la.gov

INTERGOVERNMENTAL COOPERATIVE ENDEAVOR AGREEMENT

Between the

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

And The

COLUMBIA PORT COMMISSION

Transfer of Funds Legislatively Appropriated to the

Department of Transportation and Development under

Act 447 of the 2023 Regular Session of the Louisiana Legislature

This INTERGOVERNMENTAL COOPERATIVE ENDEAVOR AGREEMENT (hereinafter, "Agreement") is made and entered into, in duplicate originals, by and between the State of Louisiana, through the Louisiana Department of Transportation and Development (hereinafter, "DOTD") and the Board of Conunissioners of the Columbia Port Commission (hereinafter, "Port of Columbia"), a political subdivision of the State of Louisiana, with an effective date of une, 2024, for the public purposes hereinafter stated.

WITNESSETH:

WHEREAS, the Louisiana Constitution, Article 7, S14(C) 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, Act 447 of the 2023 Regular Session of the Louisiana Legislature contained an appropriation to the Offce of Multimodal Commerce within DOTD, for use as a grant to one or more Louisiana Ports that are eligible recipients of Port Security Program Awards; and

WHEREAS, DOTD acting herein as custodian of the appropriation, desires to provide this grant funding to the Port of Columbia for use in port security projects including; and

WHEREAS, Port of Columbia is willing to accept said grant funding in order to develop such a program for use in port security projects including within its jurisdiction; and

WHEREAS, DOTD and Port of Columbia desire to enter into this Agreement to define their respective duties and obligations regarding the Project; and

WHEREAS, each of the parties hereto has determined that it is receiving an equivalent value in exchange for the rights created and obligations exchanged herein; and

NOW, THEREFORE, in consideration of the premises and mutual dependent covenants herein contained, the parties hereto agree as follows:

ARTICLE 1

SCOPE AND PURPOSE

1.1 The recitals set forth above are incorporated herein and expressly made a part of this Agreement.

1.2 The purpose of this Agreement is to establish the terms and conditions applicable to the transfer of funds appropriated by the Louisiana Legislature applicable to, and the performance of the Parties' responsibilities relative to port security projects.

ARTICLE 11

RESPONSIBILITIES OF THE PARTIES

2.1 DOTD shall make available to Port of Columbia funds in the amount of TWO HUNDRED THOUSAND ($200,000.00) DOLLARS for the Project.

2.2 Port of Columbia agrees to receive the grant funding described in paragraph 2.1 of this agreement, for use towards development and implementation of a program in connection with port security operations within Port of Columbia's jurisdiction. Port of Columbia may enter into one or more contracts for the provision of services in connection with this program.

2.3 Upon request, Port of Columbia shall provide to DOTD any documentation evidencing costs incurred pursuant to the Project, which will include, but not limited to contractor estimates and proof of payment by Port of Columbia to any contractor(s).

2.4 In the event that a portion of the ftnds provided herein are unexpended at the conclusion of the Project, Port of Columbia shall return such funds to DOTD for use in accordance with Act 447 of the 2023 Regular Session of the Louisiana Legislature, and with other applicable law.

ARTICLE 111

TERM AND TERMNATION

3.1 The provisions of this Agreement shall be effective from  2024, and shall be binding upon all parties until all work is completed and accepted and all conditions have been met, unless terminated earlier in accordance with the provisions of this Agreement.

3.2 Either party may terminate this Agreement for cause based upon the failure of the other party to comply with the terms and/or conditions of the Agreement; provided that the party wishing to terminate shall give the other party written notice specifying the other party' s

failure. Ifwithin thirty (30) days after receipt of such notice, the other party shall not have either corrected such failure, or in the case which it cannot be corrected in thirty (30) days, begun in good faith to correct said failure and thereafter proceeded diligently to complete such correction, then the party wishing to terminate the Agreement may, at its option, place the other party in default and the Agreement shall terminate on the date specified in such notice.

3.3 This Agreement may be terminated for convenience by written agreement and consent of the parties.

ARTICLE IV

INDEMNIFICATION

4.1 Port of Columbia shall indemnify and save harmless DOTD, its officers, agents, employees, contractors and assigns against any and all claims, losses, liabilities, demands, suits, causes of action, damages and judgments of any sums or money to any party accruing against them, growing out of, resulting from, or by reason of any act or omission of Port of Columbia, and its officers, employees, agents, contractors, and assigns while engaged in, about, or in connection with the discharge or performance of the terms of this Agreement, whether by Port of Columbia or third parties. Such indemnification shall include attorney's fees and court costs. Port of Columbia shall provide and bear the expenses of all personal and professional insurance related to its respective duties arising under this Agreement.

4.2 DOTD shall indemnify and save harmless Port of Columbia, its officers, agents, employees, contractors and assigns against any and all claims, losses, liabilities, demands, suits, causes of action, damages, and judgments of any sums of money to any party accruing against them, growing out of, or resulting from, or by reason of any act or omission of DOTD, and its officers, employees, agents, contractors, and assigns while engaged in, about, or in comection with the discharge or performance of the terms of this Agreement, whether by DOTD or third parties. Such indemnification shall include attorney's fees and court costs. DOTD is self-insured through the State of Louisiana, Office of Risk Management.

4.3 Nothing herein is intended, nor shall be deemed to create, a third party beneficiary to or for any obligation by DOTD or Port of Columbia or to authorize any third party to have any action against DOTD or Port of Columbia arising out of this Agreement.

ARTICLE V

RECORD RETENTION AND AUDITS

5.1 Unless otherwise specified in this Agreement, and subject to Port of Columbia's Facility Security Plan, all work product, such as records, reports, documents and other materials delivered or transmitted to Port of Columbia shall remain the property of DOTD and shall be returned by Port of Columbia to DOTD at the termination or expiration of this Agreement, upon written request.

5.2 The parties shall maintain all books and records pertaining to this Agreement for a period of three (3) years from the date of tennination of this Agreement, provided; however, that prior to disposal of any information, Port of Columbia shall obtain the approval of DOTD.

5.3 It is hereby agreed that the Legislative Auditor of the State of Louisiana, the Office of the Governor, Division of Administration's auditors, DOTD's auditors, Port of Columbia's auditors shall have the authority to audit all records and accounts which relate to this Agreement.

ARTICLE VI

ASSIGNMENTS

No party shall assign any interest in this Agreement by assignment, transfer, or novation, without prior written consent of the other party.

ARTICLE Vil

FISCAL FUNDING

The continuation of this Agreement is contingent upon the appropriation of fttnds to fulfill the requirements of the Project by the legislature and the approval of the Louisiana State Bond Commission for an appropriation of the amount of funding appropriated to DOTD for the Project for the then current fiscal year, if applicable. Ifthe legislature fails to appropriate sufficient monies to provide for the continuation of the Project, or if such appropriation is reduced by veto of the Governor or by any means provided in the appropriations act to prevent the total appropriation for the year from exceeding revenues for that year, or for any other lawful purpose, of if any capital outlay appropriation for the Project is not approved in fully by the Louisiana State Bond Commission in accordance with applicable law, and the effect of such reduction or failure to approve is to provide insufficient monies for the continuation of the Project, this Agreement shall terminate on the date of the beginning of the first fiscal year for which funds are not appropriated.

ARTICLE vill

AGREEMENT AMENDMENTS AND MODIFICATIONS

8.1 This Agreement may be amended or modified at any time by mutual consent of the parties. Any alteration, variation, modification, or waiver of provisions of this Agreement shall be valid only when reduced to and executed by all parties.

8.2 This Agreement, including any attachments that are expressly referred to in this Agreement, contains the entire agreement between the parties and supersedes any and all agreements or contracts previously entered into between the parties. No representations were made or relied upon by either party, other than those that are expressly set forth herein.

ARTICLE IX

INTERPRETATION CONTROLLING LAW AND VENUE

9.1 The captions or headings in this Agreement are for convenience only and in no way define, limit, or describe the scope or extent of the provisions of this Agreement.

9.2 The validity, interpretation, and performance of this Agreement shall be controlled by and construed in accordance with the laws of the State of Louisiana.

9.3 The exclusive venue for any suit arising out of this Agreement shall be in the Nineteenth Judicial District Court for the Parish of East Baton Rouge, Louisiana.

ARTICLE X

LEGAL COMPLIANCE

DOTD and Port of Columbia shall comply with all federal, state, and local laws and regulations, specifically including the Louisiana Code of Governmental Ethics (LSA-R.S. 42: 1101 , et seq.), in carrying out the provisions of this Agreement.

ARTICLE Xl

DISCRIMINATION PROHIBITED

11.1 Both parties agree to abide by the requirements of the following applicable: Title VI and Title VIl of the Civil Rights Act of 1964, as amended; the Equal Opportunity Act of 1972, as amended; Federal Executive Order 1 1246, as amended; the Rehabilitation Act of 1973,  as amended: the Vietnam Era Veterans' Readjustment Assistance Act of 1974; Title IX of the Education Amendments of 1972; the Age Discrimination Act of 197; the Americans with Disabilities Act of 1990, as amended, and Title Il of the Genetic Information Nondiscrimination Act of 2008.

of9

11.2 Both parties agree not to discriminate in employment practices, and shall render services under this contract without regard to race, color, age, religion, sex, sexual orientation, national origin, veteran status, genetic information, political affiliation, or disabilities.

11.3 Any act of discrimination committed by either party, or failure to comply with these statutory obligations when applicable, shall be grounds for termination of this Agreement.

ARTICLE

SEVERABILITY

If any term, covenant, condition or provision of this Agreement or the application thereof to any person or circumstance shall, at any time or to any extent, be invalid or unenforceable, the remainder of this Agreement or the application of such term, covenant, condition or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term, covenant, condition, and provision of this Agreement shall be valid and enforced to the fullest extent permitted by law.

ARTICLE xlll NOTICES

All notices and other communications pertaining to this Ageement shall be in writing and shall be transmitted either by personal hand-delivery (signed and dated receipt required) or by placing same in the United States Mail, properly addressed and postage prepaid to:

of9

Contact for DOTD:

Julia Fisher-Cormier

Commissioner

Multimodal Commerce

Contact for Greater Columbia Port Commission:

Board of Commissioner of the Columbia Port Commission

Greg Richardson, Executive Director

P.O. Box 367

Louisiana Department of Transportation Columbia, LA 71418

And Development Phone: (318) 594-2939 1201 Capitol Access Road Email: greg@portcolumbia.com

Baton Rouge, LA 70802

Phone: (225) 379-3029

Send Copy to:

Board of Commissioners of the Columbia Port

Commission

ATTN: Executive Counsel

P.O. Box 367

Columbia, LA 71418

Phone: (318) 594-2939

Email: greg@portcolumbia.com

ARTICLE xrv

COUNTERPARTS

This Agreement may be executed in one or more counterparts, each of which, when taken together, shall constitute one and the same agreement.

of 9

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written.

WITNESSES: BOARD OF COMMISSIONERS OF

THE COLUMBIA PORT cowrrvrrss10N

 By: 

 Date:



REC

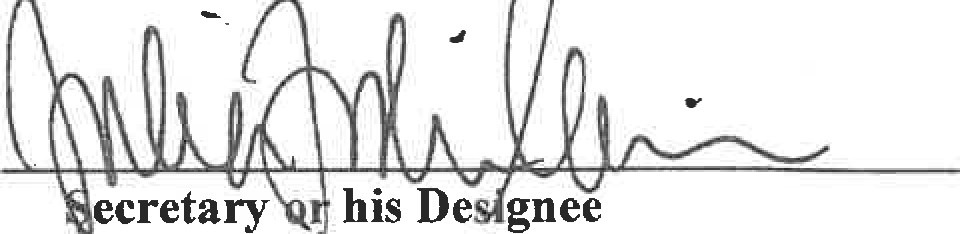
By:

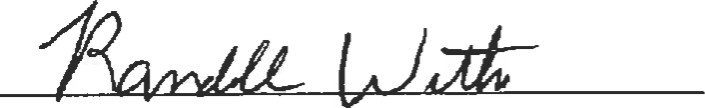
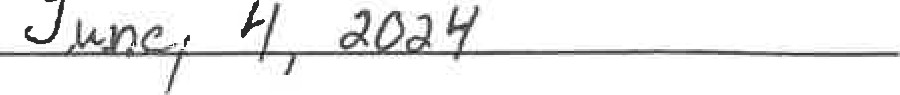
of 9

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above 

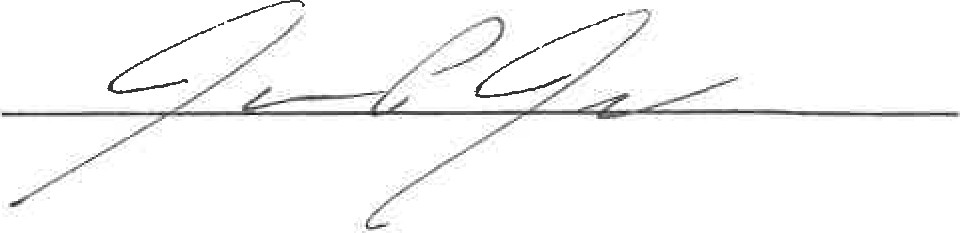
WITNESSES: STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPME

 By:

 Date: j

RECOMMENDED FOR APPROVAL

By:

RESOLUTION AUTHORIZING AN AGREEMENT

AND DESIGNATION OF PERSON AUTHORIZED TO SIGN

PARISH OF CALDWELL

RESOLUTION

COLUMBIA PORT COMMISSION

A Resolution authorizing the Columbia Port Commission to enter into an agreement with the State of Louisiana, Department of Transportation and Development for the transfer of funds Legislatively appropriated under ACT 447 of the 2023 Regular Session of the Louisiana legislature.

WHEREAS, The Columbia Port Commission has a need for port security including, and

WHEREAS, The Columbia Port Commission has reviewed the agreement for implementation and agrees with said agreement; and

|  |  |
| --- | --- |
| Charles Hearns | Darron McGuffee |
| SECRETARY | PRESIDENT |

WHEREAS, The Columbia Port Commission has applied for State funds to implement a project to improve its port security and Columbia Port Commission is fully aware of its obligations relating thereto; and

WHEREAS, The Columbia Port Commission is a political body duly organized and existing under the laws of the State of Louisiana and is eligible to apply for funds; and

WHEREAS, the State has made funds available pursuant to the Port.

NOW, THEREFORE, BE IT RESOLVED by the COLUMBIA PORT COMMISSION as follows;

Section 1. That at the appropriate time and upon approval of funding and prior to commencement of work on the project Columbia Port Commission agrees to execute a Project Agreement and hereby authorizes and empowers Darron McGuffee President to enter into and execute said agreement with the Louisiana Department of Transportation and Development.

Section 2. That, Darron McGuffee President is hereby Authorized Representative for Columbia Port Commission to represent the port with regards to the receipt of funds from the State of Louisiana, Department of Transportation and Development for a port security project.

Section 3. That said Authorized Representative shall have the authority to sign and approve all documents that are necessary under the circumstances to accomplish the above project.



CERTIFICATE

I hereby certify that the above and foregoing is true and correct copy of a resolution adopted at a regular Meeting on the 16 Day of May 2024 In which a quorum was present and voting and that the resolution adopted is still in effect and has not been rescinded or revoked.

Signed at Caldwell Parish Courthouse, Conference Room, On the 16 Day of Mab 2024.



Charles Hearns, Secretary

### DRA Grants: Your application has been received

C Force <Admin@communityforce.com>

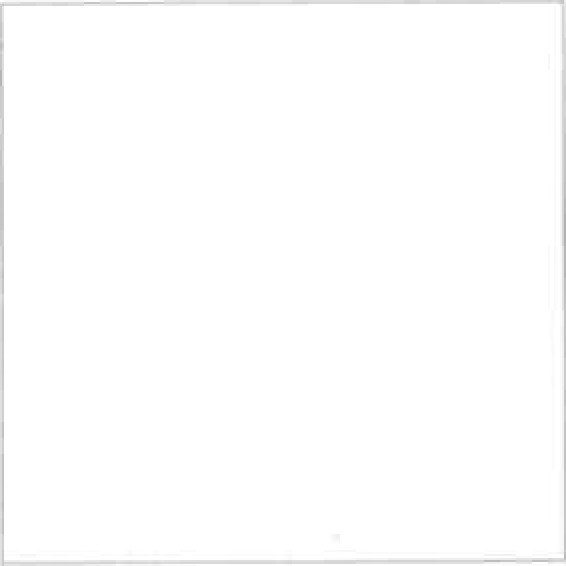
Thu 5/30/2024 6:05 PM

To:Greg Richardson <greg@portcolumbia.com>

Cc:gregwatermark@yahoo.com <gregwatermark@yahoo.com>;tracy@northdelta.org <tracy@northdelta.org> Dear Greg Richardson,

Your application for the Community Infrastructure Program Application FY2024 has been received. If you have questions regarding this application, please contact dra@communityforcel.com.

This is an automatic notification from Student Grants.



Delta Regional Authority Office (662) 624-8600 www.dra.gov

The contents of this email are intended for the named addressee(s) only. It contains information that may be confidential. If you received this email in error please email Application Administrator immediately and then kindly delete it. Unless you are the named addressee or an authorized designee, you may not use, copy or reproduce this email in any form or disclose it to another party.

•Describes the challenges leading to delays in grant closeout, and,

•Explains, for the 30 oldest federal grant awards, why each has not been closed out.

The covered grants are those within an agency's cash payment management system that have been expired for two or more years and have not been closed out. No later than one year after the head of an agency submits its report, the agency head will notify HHS whether the agency has closed out the covered grants discussed in its report. HHS is required to compile this information and provide it to Congress.

\*Please affirm that you have read the Notice of Funding Availability in its entirety and agree to its Yes terms.

|  |  |
| --- | --- |
| Enter the email address for the LDD assigned to this project. Contact information for LDDs can be found here.  \*Enter the phone number for the LDD assigned to this project. Contact information for LDDs can be found here.  \*Please verify that the LDD has been added as a collaborator to this application. | tracy@northdelta.org  318-387-2572  Greg Richardson 4116/2024  2:12 PM |

### LDD Collaboration

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | |  |  | | --- | --- | | \*Project Name | Columbia Port Dock  Construction | | \*Project State | Louisiana | | \*Select all Louisiana parishes covered by the project. | Caldwell | | \*Applicant Email | greg@portcolumbia.com | | \*Select Local Development District Select the LDD that will handle this application. If you are unsure about which LDD to select, you can find one that serves your county here. The local development district field is required in order to save the application. | LA- North Delta | | \*Is the LDD the person completing this application? | No | | \*Would you like to collaborate with your LDD for this project? | Yes | |
|  |
|  |
|  |

To add the LDD as a collaborator on this project, click the "Save and Return to Dashboard" button. Select the green Add a Collaborator button. Search for your LDb by name or email. If they do not come up in the system, use the add user button on the bottom right. Enter their contact information and save. Click assign sections on the bottom right and select which sections you would like the LDD to assist you with and save (You decide which sections they have access to edit). The LDD will receive an email notification with their own separate login credentials, letting them know you have requested their help and which sections they have access to. You will be able to see when they have completed their sections when they show 100%. You also still have access to edit these sections yourself.

#### i Project Information

\*Please select the project category. (Select all that apply).

\*Project Name

\*Is this a construction or non-construction project?

\*How long will the project take to complete?

\*Project SummaryEnter a brief description of the project here.

Transportation

Columbia Port Dock Construction

Construction

24 months

The proposed Port Dock Construction project aims to establish a dock on the Ouachita River, enhancing opportunities for waterborne transportation, and transportation safety, while also attracting private investments. Situated within a multi-modal industrial complex with access to the Union Pacific Railroad and LaHwy 165, this development promises economic growth for Northeast Louisiana.

\*Description of Project Service Area and Community NeedsDescribe the project service area and target population to be served by the proposed project. Applicants should describe the service area's socioeconomic challenges, including the service area's population, median household income, unemployment rate, and labor force participation rate.

The Port is located 129 Riverton Campground Road, Columbia, La 71418, in Census Tract 1, Caldwell Parish approximately 5 miles north of Columbia, Louisiana on La. Hwy 165, approximately 25 miles south of Interstate 1-20 in Monroe, Louisiana and 75 miles north of Interstate 1-49 in Alexandria, Louisiana. . The Port is located on the Ouachita River.

Caldwell Parish is an economically distressed, rural area in Louisiana. The population is 9,554 with a median household income of $41 ,861. At least 22.7% of the population is impoverished in this parish. The unemployment rate is currently 3.5%. It is estimated that only 3,560 residents in the parish are employed; similarly, the labor force participation rate is currently around 47.3%, compared to the U.S. average of 62.5%. Caldwell Parish is also a DRA designated "distressed area". Unemployment information was obtainedfrom U.S. Bureau ofLabor Statistics, Census Datafrom U.S. Census Bureau QuickFacts.

The socioeconomic challenges facing our community mirror those encountered in many rural disadvantaged areas, marked by limited job prospects and scarce private investments. Historically, outside investors and economic developers have hesitated to commit resources to regions perceived as economically stagnant, lacking the catalyst necessary to alter their trajectory. However, our proposed project represents a bold step forward in our commitment to revitalizing our rural public port. We aim to transform it into a dynamic regional multimodal industrial complex, fostering significant investments in waterborne, rail, and highway infrastructure projects. This ambitious endeavor seeks to rewrite the narrative of our region, offering newfound opportunities for both residents and businesses alike.

By investing in the development of a modern public dock, we're laying the groundwork for a strategic vision that goes beyond mere infrastructure. It's about leveraging these investments to not only create economic opportunities but also to mitigate the environmental impact of cargo movements within our communities. By promoting waterborne transportation, a mode known for its resilience and environmental friendliness compared to trucking and rail, we are paving the way for a cleaner, more sustainable future while simultaneously bolstering economic prosperity for our region.

\*Project DesignDescribe a coherent and feasible approach for successfully addressing the identified needs of the community, employers, job seekers, and workers. The project design must describe all grant activities by demonstrating how the applicant will implement its proposed project. This section must also clearly be reflected in the Work Plan, Project Timeline, Budget, and Budget Narrative. The applicant must address factors that could impact the project's success and a related contingency plan, especially programmatic impacts stemming from the coronavirus pandemic.

\*Demonstration of Inclusion in a Distressed County/Parish and isolated areas of distress in the regionPursuant to statute, DRA is authorized to fund up to 75 percent of its projects based on their location or impact within a distressed area. If funds remain available, we may fund projects in non-distressed areas. By statute, DRA defines distress at the county/parish level. For isolated areas within non-distressed areas, as approved by the federal co-chairman and state members as required in statute, we define distress at the census tract level.

The existing earthen embankment is functional for aggregate, but places numerous restrictions on loading and unloading operations due to various issues, with safety being one of the largest. The proposed Dock construction was designed to increase operation efficiency and to improve safety by:

1. Constructing sheet pile loading dock, a 150 ft. X 50ft. reinforced concrete load deck with enough room for the material handler and trucks to operate.
2. Load deck set at common barge deck height above pool stage to facilitate the proper loading and unloading of barges without placing limitation on equipment and personnel.
3. Mooring dolphins and Mooring Bollards to secure barges.
4. Proper equipment to perform the loading and unloading of the barges will improve safety and increase operational savings.

The proposed dock will:

Increase cargo by satisfying existing tenants and possibly securing new tenants. With the addition of the Dock, Terral will place a material handler on the dock for unloading, therefore allowing for an additional barge. This one additional barge of rock would significantly reduce their cost per ton. The cost savings would be over $100,000 per year. Additionally, the sheet pile dock would allow other products to be loaded back into the empty rock barges for transit to the Mississippi River. We have been approached about loading several different products out at the Port, but have not had the ability to do so. There is a great interest from local companies being able to take advantage of the freight savings provided by the addition of the dock.

The Columbia Port Commission's Port Facility is located in Caldwell Parish which is recognized as a distressed by DRA.

\*Demonstration of Inclusion in a

Persistent Poverty

County/ParishDemonstrate that project activities take place in at least one or more persistent poverty county/parish.

\*Project Timelinelnclusion of a realistic project timeline beginning with the award announcement to completion of the proposed project activities.

\*Description of Need

Describe the economic and/or workforce to be addressed by the proposed project. Further, applicants should describe how these needs are being addressed for residents, job seekers and/or workers that are proposed to be served by the project.

N/A

CFA/Earmark FY2024 PIDP Grant Award Announcement: April 2024

CFI DRA FY2024 Grant Award Announcement: September

2024

Engineering and Permitting: October 2024 through March 2025 (Six months)

Bid Preparation, Letting and awarding: April 2025 through

July 2025 ( four months)

Start Construction: July 2025 through June 2026 (12

Months)

Project Close-out: September 2026 (2 months)

The Project is located in a rural area with limited opportunities. Caldwell Parish has less than 10,000 people and lacks economic opportunity and well-paying jobs. The parish is rooted in the agricultural and timber industry with limited industrial operations. The Parish has no private employer who hires more than 50 people. LGF's proposed 2.8-billion-dollar Biofuel Facility will be the largest monetary investment in the history of the community, and will have an impact on the lives of every citizen within our community. The Port's mission is to promote economic opportunity through the use of transportation in our region, and we are held accountable to our neighbors that opportunities are fair and equal towards every member of our community. \*Alignment with DRA's Strategic

Investment Goals

Demonstrate alignment with one or more of DRA's Strategic Investment Goals outlined in the agency's Regional Development Plan IV.

The construction of a dock at the Columbia Port aligns seamlessly with the DRA's Strategic Investment Goals. By investing in public infrastructure, we enhance the resiliency of our region's transportation network, improving residents' quality of life and fostering economic opportunities. Additionally, this project nurtures our local workforce ecosystem, promotes business growth, strengthens the competitiveness of employers, and attracts new businesses to the region.

Furthermore, this endeavor signifies our commitment to transform our rural public port into a regional multimodal industrial complex. Through investments in waterborne, rail and highway infrastructure projects, we aim to reshape the narrative of our region, uplifting both residents and economic prospects. By securing a suitable dock, we strategically leverage infrastructure investments to not only promote waterborne transportation, a more resilient and cleaner mode than trucking and rail, but also uplift communities.

The development of a regional multimodal industrial complex at the Port, serviced by waterbome, rail, and highway transportation, lays the groundwork for sustainable development and prosperity. This initiative fosters community engagement and a sense of belonging by providing job opportunities and economic growth for residents. Through collaborative placemaking efforts, the project enhances social interaction, promotes well-being, and strengthens community identity, contributing to the overall vitality and resilience of the region.

\*Alignment with SEDAP Investment

Priorities

Demonstrate alignment with one or more of SEDAP's Investment Priorities.

\*Alignment with Local Economic

Development Priorities Identify and describe how the project aligns with an existing local, regional, or state economic development plan(s) and/or workforce strategy. Applicants must demonstrate how the project advances relevant goals or addresses a component, need, or action item outlined in the identified plan(s). Further, applicants must demonstrate how the project activities and anticipated results address, support, or advance specifically identified portions of the plan(s). DRA will accept the inclusion of any plan published or produced by local public bodies, regional development organizations, workforce investment boards, economic development organizations, chambers of commerce, relevant state agencies, or related organizations.

Our proposed project aligns with principles of equity, rural community elevation, long-term vision, and addressing the impacts of climate change. The proposed dock construction project signals a pivotal moment in our community's journey, a tangible step towards addressing longstanding economic challenges. With each phase of construction, we're not just building a dock; we're laying the foundation for equitable growth and prosperity. By embracing inclusive practices and fostering collaborative partnerships, we're creating opportunities for job creation, revenue generation, and sustainable development.

As the dock takes shape, it becomes a symbol of our resilience and determination. It represents our commitment to maximizing the impact of every investment, ensuring that taxpayers dollars are reinvested in ways that benefit our community.

Looking ahead, the dock stands as a beacon of hope for our future - a testament to our unwavering dedication to longterm prosperity and sustainability. It's a tangible reminder that, despite the challenges we face, there's always potential for growth and renewal.

In the end, the dock construction project is more than just infrastructure; it's a reflection of our community's spirit and vision. It's a testament to our ability to come together, overcome obstacles, and shape a brighter tomorrow for generations to come.

This project aligns with State Goal 2: Infrastructure The priority to promote infrastructure throughout North Delta LDD via a collaborative effort being demonstrated by the fact that Caldwell parish is collaborating with North Delta and DRA to address a major need to provide for the continued growth and economic development. The Dock will play a major part in providing increase opportunities for transportation, jobs, and reduction in emission.

The Proposed Port Dock Construction Project adheres to the Port's Plan for Development which is consistent with the State of Louisiana's Strategic Ports Master Plan and the regional transportation plans developed by our MPO.

\*Demonstration of Realistic and

Attainable Outcomes

Provide specific, measurable, achievable, and reasonable project outcomes to be accomplished during the period of performance. To be considered for full points, the applicant must identify outcomes/outputs that align with the need, gaps, and challenges identified in the Project Description and Project Purpose. At a minimum, the applicant must include the number of communities served, individuals trained, jobs created/retained, and industry/businesses served as anticipated project outcomes/outputs.

List of Realistic and Attainable Outcomes:

1. Tangible Impact on Existing Tenant:

Terra' Riverservices: The constructing of the dock will streamline transportation processes, leading to smoother cargo movements and an anticipated annual cargo increase of 25%.

Louisiana Green Fuels: The dock will facilitate the timely

delivery of construction components for their biofuel plant and support the movement of various cargo associated with their operations, including woodchips, fly ash, and biofuel products.

1. Job Creation and Economic Development: The construction of the Dock will create job opportunities within the Port and its associated industries, stimulating economic growth and supporting local businesses.
2. Enhanced Safety: The construction of the dock will facilitate designated areas for loading and unloading, minimizing congestion and improving safety measures at the port, thereby ensuring the protection of workers and nearby residents.
3. Environmental Sustainability: Promoting the use of waterborne transportation will contribute to reducing carbon emissions and combating climate change, aligning with efforts to adopt a eco-friendly alternatives and mitigate environmental impact.

\*Demonstration of Jobs Created or Retained, Families Affected or People

Trained

To be considered for full points, the applicant must identify project outputs that result in at least one of the following achievable metrics: jobs created, jobs retained, families affected, or people trained.

Attached are participation letters from both Terra' Riverservjces and Louisiana Green Fuel. Terral Riverservjces supports the retention of 4 jobs at the Aggregate Yard, while Louisiana Green Fuels will retain 3 jobs and create a minimum of 3 full time jobs associated with waterborne transportation, for a total of 7 retained jobs and 3 created jobs associated with the construction of the Dock.

The jobs retained and created are associated with standard maritime logistic and stevedoring activities associated with the loading and unloading of barges. The Terrals cargo will mostly be aggregate which is anticipated to be approximately 100,000 tons per year. LGPs cargo will vary from the barging of cargo associated with the construction of their biofuel facility to the loading and unloading of feed stock (wood) and products (fuel and ash) produced from their facility.

The Port has promoted and encouraged both companies to hire locally. LGF is currently involved with both the local high school and Delta Community College to develop workforce development programs to assist with preparing the local workforce. The Port community development engagement with LGF promotes the training and hiring of near-port community residents, focusing on the nearly 30 families which live within 1 mile of the port.

\*What benefits and outcomes do you anticipate as a result of this project? Provide specific evidence to support the assertion.

The Project's Goal is to address infrastructure deficiencies and meet the needs of existing tenants while securing the necessary infrastructure for the construction and operation of LCF's Biofuel Facility. The construction of a concrete dock will enable the loading and unloading of various cargo, increasing opportunities for waterborne transportation. The introduction of the second public dock on the Ouachita River will stimulate an increase in waterborne transportation, serving as a cornerstone for attracting new industries and creating jobs to enhance the standard of living in the port's jurisdictional and surrounding regional areas.

The absence of a true maritime dock for cargo transfer has hindered the Port's ability to compete effectively in the 21 st century. Once the dock is completed, it will serve as the cornerstone of the port's development, paving the way for systematic infrastructure improvements and escalating the overall scope of enhancements at the Port.

Over the years, discussions about shipping bulk cargo and container cargo by water at the port have been limited due to the absence of funds for a dock. With the secured funds for the construction of the dock, smaller operations will capitalize on the cost savings provided by waterborne transportation. The Ouachita River access allows cargo to be barged as far north as Camden, Arkansas, and as far south as Morgan City, providing access to deep-water ports along the Mississippi River.

The Port should provide a significant increase in aggregate cargo over the next ten years, with an average tonnage of 100,000 tons per year generating revenue streams over 40 years. The construction of LGF's Biofuel Facility will require 1200 construction workers over 30 months, with potentially 250 barges transporting plant components to the site. During operation, the dock will facilitate the inbound and outbound cargo to support LCF's operations, leading to a projected 100% increase in tonnage. The estimated annual timber cargo for biofuel production and power plant operation is 2,190,000 tons and 730,000 tons, respectively. This fact holds great promise for waterborne transportation. Louisiana Green Fuels' biofuel products, estimated at 3 railcars per day, will benefit from competitive pricing by Union Pacific and additional transportation options provided by the dock.

\*Local and Regional Collaboration Demonstrate local and/or regional collaboration with public and private partners. To be considered for full points, the applicant must describe the role and responsibilities of each partner and identify any leveraged resources (i.e., cash, inkind, other).

\*Demonstration of Local and Regional

Partnerships (to include Community Colleges, Unions, Training Providers, etc.)

Demonstrate partnerships with local and regional entities representing the public, private, and nonprofit sectors. To be considered for full points, the applicant must provide letters of support from engaged partners. Letters of support must describe the extent of each partner's engagement with the proposed project.

\*Demonstration of Partnership(s) with Historically Black Colleges and

Universities (HBCU), Minority Serving

Institutions (MSI) and/or Federally

Recognized Tribe

Demonstrate substantial involvement of at least one (1) HBCU, MS! and/or Federally Recognized Tribe. To receive full points, applicants must provide letter(s) of engagement from at least one (1) HBCU, MSi and/or Federally Recognized Tribe. Letters of engagement must describe how the HBCU, MSI and/or Federally Recognized Tribe will be involved in the proposed project and the extent to which a partnership between them and the applicant has evolved and how it will be strengthened.

##### PARTNERSHIP/COLLABORATION

Terral Riverservices currently leases 15 acres at the Port of Columbia and pays the Port $0.15/ton for all tonnage associated with their aggregate operation. LGF currently leases 107 acres and has agreed to pay $0.15/ton for all tonnage associated with the construction of their facility utilizing the new DOCK. LGF has agreed once their facility is operational to pay a lump sum of approximately $1 million per year for the use of the Port's infrastructure improvements, which will include the dock, and be responsible for specific operation and maintenance cost associated with their usage.



N/A

\*Demonstration of Community Demand for Proposed Project Describe the community and/or industry demand for the proposed project.

The Port has been a leading economic development engine within our community for the past 25 years. Over the past two years the Port has been able to secure over $38 million dollars in Local, State, and Federal funds to support our efforts to transform our rural public port into a regional multimodal industrial complex. This will advance the concept of a regional transportation hub utilizing water, rail and highway to provide economic opportunity of our region. These grants are evidence of the tremendous support the port receives at every level, from near-port residents, local government, regional economic develop organizations, state agencies, and federal agencies all the way to the Secretary of DOT, himself. The Port has included letters of support associated with the Port Dock Construction Project.

\*Evidence of Employer Engagement Demonstrate employer engagement whether directly or indirectly with the proposed project.

\*Inclusion of a Participation Agreement

Guaranteeing Job Creation and/or

Retention

To receive full points, the applicant must include a Participation Agreement from at least one employer for a reasonable number of jobs to be created or retained within a 5-year period from the start of the project.

Terral Riverservices and Louisiana Green Fuels are integral partners in the proposed Port Dock Construction Project, each bringing unique contributions and perspectives to the table.

Terral Riverservices, with its dual role in operating the aggregate yard and the tugboats servicing the port along the Ouachita River, has been a longstanding tenant with the Port, striving to enhance waterborne transportation capabilities. Despite efforts, the absence of a proper facility has hindered growth. However, Terral remains proactive in identifying potential opportunities and believes that the construction of the dock will unlock these prospects, transitioning them into tenants and cargo. Moreover, Terral's involvement in assisting with the design and positioning of the proposed dock underscores its commitment to operational efficiency. Upon completion, Terral Riverservjces will assume the role of Stevedore, a strategic maneuver aimed at increasing activities and ensuring the dock's optimal utilization.

Louisiana Green Fuels' selection of the Port of Columbia was motivated by its need for waterborne transportation, crucial for the success of its Biofuel Facility. The facility not only serves as a cornerstone for grant acquisition but also stands as a beacon of private investment, job creation, and innovation within the community. Louisiana Green Fuels' ambitious vision to develop a carbon-neutral aviation fuel has garnered widespread attention, further amplified by its partnership with Sumitomo Corporation, renowned for its global strategic investments and sustainability initiatives. This engagement underscores the potential of the rural port and its strategic development as a regional transportation hub, poised to drive economic growth in the region.

Together, the collaboration between Terral Riverservices, Louisiana Green Fuels, and other stakeholders showcases the transformative potential of the proposed dock construction project, heralding a new era of growth and prosperity for the port and the broader community.

Participation Agreements have been provided as attachments for both Terral Riverservices and Louisiana Green Fuels. The Project will retain 7 jobs and create 3 within the 5-year period from the start of the project.

Attach PA from both Entities

\*Funding Information

Provide the total amount of funding being requested from DRA and any matching funds from non-DRA funding sources. The applicant must provide information about the source(s) of the matching funds, including a letter of commitment or other supporting documentation as evidence from each source. To be considered for full points, the applicant must provide a detailed categorical budget narrative for both DRA and non-DRA funds and describe how these costs align with the proposed project. Projects with more cost share will be prioritized.



Funding Information:

DRA $ 750,000

CPF/PIDP $  (Federal awarded funds)

LaDOTD PPP $ 420,000 (State awarded funds)

Columbia Port Commission $ 153,600 (Local Match)

Project Total $

The Columbia Port Commission was awarded a FY2024

Community Project Funding Appropriation through the

Department of Transportation under Port Infrastructure Development Program (PIDP) which is being administered by MARAD. The CPF award was for the cost associated with the construction of a Dock at the Columbia Port Commission and the award amount was $5 million. A letter verifying CPF award and funding amount has been provided in the Attachments.

The Columbia Port Commission was awarded a FY2022

Louisiana Department of Transportation and Development Port Priority Program (LaDOTD PPP) to support infrastructure investments at the Port including Land Purchase, Road Construction, and Rail Construction in preparation of Louisianna Green Fuels Biofuel Project. LaDOTD PPP has allocated $420,000 of these funds to this project as a non-federal match associated with the road construction portion of the Dock Project. A confirmation of available funds assigned to this project has been provided in the Attachments.

The Columbia Port Commission obtained a bond to assist with grant implementation and match requirements associated with the infrastructure improvements at the Port. The Columbia Port Commission committed $153,600 as part of our local match for the CPF award. A confirmation of available funds from the Columbia Port Commission has been provided in the Attachments.

\*Budget and Budget Narrative

Alignment

Complete a budget narrative form. Either

Budget Form SF424A (non-construction) or SF424C (construction), as applicable. In preparing the Budget Form, the applicant must provide a concise narrative explanation to support the budget request. The Budget Narrative must provide a description of costs associated with each line item on the budget form. The Budget Narrative should also include a section describing any leveraged resources provided (as applicable) to support grant activities. Leveraged resources are all resources, both cash and in-kind, in excess of this award. Each category (personnel, travel, equipment, supplies, other) should include the total estimated cost for the period of performance.

A completed SF424C has been provided in Attachments. Federal DRA LaDOTD Port

Architectural and Engineering Fees $370,000 $270,900 $

99,100

Other Architectural and Engineering Fees $ 54,500 $54,500

Project Inspection Fees $190,000 $99,400 $90,600 Construction $5,581 , IOO  $388,500 $420,000 Equipment (EV charging station/shore power) $128,000

$128,000

Subtotal $750,000 $420,000

$153,600

Contingencies -Subtotal

Project (program) Income --Total Project Costs

Budget Narrative: The Dock has been designed to handle

the loads and provide sufficient space from which to perform Port Operations. The construction of the Sheet Pile Loading Dock include:  reinforced concrete loading deck, at a common barge deck height above the pool stage and long enough to accommodate a barge length without winching. The Dock desing includes mooring dolphins and mooring bollards to assist in the operation. The Design stage of the Dock is greater than 30 0/0. The design, cost estimate, and layout of the Dock has been provided in the Attachment.

Architectural and Engineering fees ($370,000): The scope of work for this cost classification is the engineering services which will be necessary to develop the engineering design, layout, and construction bid package for the proposed dock. Tasks include Engineering services, drafting, meetings with various state (LaDOTD) and federal agencies (Tensas Levee Board & US COE, etc. ) with standing with the installation and construction of the dock. The Dock will be design utilizing industry standards for a Sheet Pile loading dock which will require geotechnical data and river topography data to ensure the proper design of the structure. The Engineer will also incorporate the needs of the tenants as wetl as the vessels calling on the Port's proposed dock to ensure operational efficiency. After the Design has been completed the Engineer will put together the construction bid package in accordance with guidelines established by the participating funding sources (LaDOTD, DOT PIDP, DRA).

Other Architectural and Engineering Fees ($54,500): Permitting and design of the dock will require specialized services to ensure compliance with various agencies, these funds have been identified to assist with completing the required study necessary for permitting of the dock facility.

Project Inspection fees ( $190,000): The Project inspection fees have been included to ensure compliance with the construction bid package and that the dock is constructed properly. These fees include oversight by a professional engineer to certify the construction as well as daily inspection of construction activities. Surveying, testing, material verification, as-built plans and report are also included.

Construction ($5,581 , 100): The Construction cost included all material, labor and equipment necessary to build the proposed Port Dock Construction Project. The Dock has been designed to handle the loads and provide sufficient space from which to perform Port Operations. The construction of the Sheet Pile Loading Dock include: 150')<150' reinforced concrete loading deck, at a common barge deck height above the pool stage and long enough to accommodate a barge length without winching. The Dock design includes mooring dolphins and mooring bollards to assist in the operation. The construction cost also includes the construction of 6,500 linear feet of aggregate service roads for connectivity of the Dock to LGF's Plant as well as improve cargo transfer to rail and Port's access road. The Design stage of our proposal is greater than 30 %. The Project design, cost estimate, and layout has been provided in the Attachment.

Equipment (Ev charging Station) ($128,000): The Port has adopted a zero emission goal to promote the decarbonization of the our Port Operation. The proposed equipment is an EV charging station which will serve as shore power for both the tugboats calling on the port and to electrical availability within the dock area to promote the use of electrical equipment. The availability of electrical power is the initial step towards a greener future for our port.

Leverage Resources:

The Columbia Port Commission was awarded a FY2024 Community Project Funding Appropriation (CPF) through the Department of Transportation under Port Infrastructure Development Program (PIDP) which is being administered by MARAD. The CPF award was for the cost associated with the construction of a Dock at the Columbia Port Commission and the awarded amount was $5 million. A letter verifying CPF award and funding amount has been provided in the Attachments.

\*Funds made available by DRA financial assistance programs are subject to the domestic content procurement preference requirements set forth in the Build America, Buy America Act. This Buy America preference will apply to the infrastructure portion of all grants involving infrastructure regardless of whether the primary purpose of the award is an infrastructure project. The Buy America preference means that, for infrastructure projects: (1 ) all of the iron and steel in the project is produced in the United States; (2) the manufactured products used in the project are produced in the United States; (3) the construction materials used in the project are produced in the United States.Please verify whether your project will comply with these requirements.

\*Please submit a project timeline by month and upload. (File type must be PDF or Excel)

The Columbia Port Commission was awarded a FY2022

Louisiana Department of Transportation and Development Port Priority Program (LaDOTD PPP) to support infrastructure investments at the Port. LaDOTD PPP has allocated $420,000 of these funds to this project as a nonfederal match associated with the road construction portion of the Port Dock Construction Project. A confirmation of available funds assigned to this project has been provided in the Attachments.

The Columbia Port Commission has provided a commitment letter for $153,600 to assist with grant implementation and match requirements associated with the infrastructure improvements at the Port. The Columbia Port Commission commitment letter has been provided in the Attachments.

My entity's project will be in compliance with all requirements.

Dock Timeline FY24DRAClF.pdf

### Certifications and Representations

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1 . Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.

1. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
2. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non- discrimination during the useful life of the project.
3. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
4. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
5. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
6. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
7. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. 554728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
8. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. SS4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
9. Will comply with all Federal statutes relating to non- discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. SSI 681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29) U.S.C. 5794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 556101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention,

Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) SS523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. SS290 ddt3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title Vlll of the Civil Rights Act of 1968 (42 U.S.C- SS3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statue(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statue(s) which may apply to the application.

11 . Will comply, or has already complied, with the requirements of Titles Il and Ill of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.

1. Will comply with the provisions of the Hatch Act (5 U.S.C. SSI 501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
2. Will comply, as applicable, with the provisions of the Davis- Bacon Act (40 U.S.C. SS276a to 276a7), the Copeland Act (40 U.S.C. S276c and 18 U.S.C. 5874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. SS327- 333) regarding labor standards for federally-assisted construction subagreements.
3. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is $10,000 or more.
4. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91- 190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. SS1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. SS7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1 974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
5. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. SS1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
6. Wilt assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 5470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. SS469a-1 et seq).
7. Will cause to be performed the required financial and compliance audits in accordance with the

Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."

1. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations,

and policies governing this program.

Standard Form 424D (Rev. 7-97) Prescribed by OMB Circular A-102

|  |  |
| --- | --- |
| \*By checking this box, I affirm my understanding and compliance with the above statements.  A Project Location | I affirm |
| \*Project State | Louisiana |

\*The project takes place in the following city(ies): Columbia,

Louisiana

\*Enter the 9 digit zip code for the project. If the applicant is unsure of the last 4 digits of71418 the project zip code, it can be found using THIS link.

\*Congressional Districts covered by this project: LA05

### j Local Impact

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | |  |  | | --- | --- | | \*Will this project create jobs? | Yes | | How many direct, full-time jobs will this project create? Please download Participation | 3 | |

Agreement Form.

Will this project retain jobs?Yes

|  |  |  |  |
| --- | --- | --- | --- |
|  | |  |  | | --- | --- | | \*How many direct, full-time jobs will this project retain? The jobs retained count field is required when jobs created is 1.  \*When will the projected jobs to be created or retained be realized?  \*Will this project improve water or sewer service?  \*Will this project train individuals as part of a workforce development program?  \*Is this project an incubator or accelerator project? | 7  12/31/2026  No  No  No | |

 Distressed Counties and Isolated Areas of Distress

Does the proposed project fall within a "disadvantaged" area as identified by the Justice 40 Climate and Economic Justice Screening Tool (CEJST)? Search for disadvantaged areas HERE. If yes list tract number(s). If no, enter N/A.

$ DRA Provided Funds

\*Requested DRA Investment Enter the total $750,000.00 amount of funding being requested from the DRA. \*NOTE: Do NOT include the LDD Project Administration fee in this total.

\*Budget and Budget Narrative AlignmentThe applicant must complete a budget narrative form. Either Budget Form SF424A (non-construction) or SF424C

(construction), as applicable. In preparing the Budget Form, you must provide a concise narrative explanation to support the budget request. The Budget Narrative must provide a description of costs associated with each line item on the budget form. The Budget Narrative should also include a section describing any leveraged resources provided (as applicable) to support grant activities. Leveraged resources are all resources, both cash and in-kind, in excess of this award. Each category (personnel, travel, equipment,

A completed SF424C has been provided in the Attachments.

Architectural and Engineering Fees $370,000.00

Other Architectural and Engineering Fees $ 54,500.00

Project Inspection Fees $190,000.00

Construction $5,581 , 100.00

Equipment (EV charging station/shore power) $128,000.00

Subtotal

Contingencies -Subtotal

---

Project (program) Income supplies, other) should include the total estimated cost for the period of performance. Total Project Costs

Budget Narrative: The Dock has been designed to handle the loads and provide sufficient space from which to perform Port Operations. The construction of the Sheet Pile Loading Dock include: 150% 150' reinforced concrete loading deck, at a common barge deck height above the pool stage and long enough to accommodate a barge length without winching. The Dock desing includes mooring dolphins and mooring bollards to assist in the operation. The Design stage of the Dock is greater than 30 %. The design, cost estimate, and layout of the Dock has been provided in the Attachent.

Architectural and Engineering fees ($370,000): The scope of work for this cost classification is the engineering services which will be necessary to develop the engineering design, layout, and construction bid package for the proposed dock. Tasks include Engineering services, drafting, meetings with various state (LaDOTD) and federal agencies (Tensas Levee Board & US COE, etc. ) with standing with the installation and construction of the dock. The Dock will be design utilizing industry standards for a Sheet Pile loading dock which will require geotechnical data and river topography data to ensure the proper design of the structure. The Engineer will also incorporate the needs of the tenants as well as the vessels calling on the Port's proposed dock to ensure operational efficiency. After the Design has been completed the Engineer will put together the construction bid package in accordance with guidelines established by the participating funding sources (LaDOTD, DOT PID", DRA).

Other Arcdhitectrual and Engineering Fees ($54,500): Permitting and design of the dock will require specialized services to ensure compliance with various agencies, these funds have been identified to assist with completing the required study necessary for permitting of the dock facility.

Project Inspection fees ( $190,000): The Project inspection fees have been included to ensure compliance with the construction bid package and that the dock is constructed properly. These fees include oversight by a professional engineer to certify the construction as well as daily inspection of construction activities. Surveying, testing, material verification, asbuilt plans and report are also included.

Construction ($5,581 ,100): The Construction cost included all material, labor and equipment necessary to build the proposed Port Dock Construction Project. The Dock has been designed to handle the loads and provide sufficient space from which to perform Port Operations. The construction of the Sheet Pile Loading Dock include: 150'X150' reinforced concrete loading deck, at a common barge deck height above the pool stage and long enough to accommodate a barge length without winching. The Dock desing includes mooring dolphins and mooring bollards to assist in the operation. The construction cost also include the construction of 6,500 linear feet of aggregate service roads for connectivity of the Dock to LGF's Plant as well as improve cargo transfer to rail and Port's Access road. The Design stage of our proposal is greater than 30 %. The Project design, cost estimate, and layout has been provided in the Attachent.

Equipment (Ev charging Station) ($128,000): The Port has adopted a zero emmission goal to promote the decarbonization of the our Port Operation. The proposed equipment is an EV charging station which will serve as shore power for both the tugboats calling on the port and to electrical availability within the dock area to promote the use of electrical equipment. The availability of electrical power is the initial step towards a greener future for our port.

Leverage Resources:

The Columbia Port Commission was awarded a FY2024 Community Project Funding Appropriation (CPF) through the Department of Transportation under Port Infrastructure Development Program (PIDP) which is being administered by MARAD. The CPF award was for the cost associated with the construction of a Dock at the Columbia Port Commission and the awarded amount was $5 million. A letter verifying CPF award and funding amount has been provided in the Attachments.

The Columbia Port Commission was awarded a FY2022

Louisiana Department of Transportation and Development Port Priority Program (LaDOTD PPP) $15 million to support infrastructure investments at the Port including Land Purchase, Road Construction, and Rail Construction in preparation of Louisiana Green Fuels Biofuel Project. LaDOTD PPP has allocated $420,000 of these funds to this project as a non-federal match associated with the roads construction portion of the Port Dock Construction Project. A confirmation of available funds assigned to this project has been provided in the Attachments.

The Columbia Port Commission obtained a $2.5 million  bond to assist with grant implementation and match requirements asociated with the infrastructure improvements at the Port. The Columbia Port Commission has been provided in the Attachments.

$ Budget DRA

|  |  |  |  |
| --- | --- | --- | --- |
| \*Requested DRA Investment Enter the total amount of funding being requested from the DRA. \*NOTE: Do NOT include the LDD Project Administration fee in this total. | | $750,000.00 | |
| \*Personnel | | $0.00 | |
| \*Fringe Benefits | | $0.00 | |
| \*Travel | | $0.00 | |
| \*Supplies | | $0.00 | |
| \*Contractual | | $0.00 | |
| \*Administrative and Legal | | $0.00 | |
| \*Land, Structure, Appraisals | | $0.00 | |
| \*Construction | | $388,500.00 | |
| \*Architectural and Engineering | | $270,900.00 | |
| \*Project Inspection Fees | | $90,600.00 | |
| \*Site Work | | $0.00 | |
| \*Equipment | | $0.00 |
| \*Contingencies | | $0.00 |
| \*Other | | $0.00 |
| \*Indirect Charges (10% or less) | | $0.00 |
| \*Total Direct Charges | | $0.00 |
| \*DRA Total Project Costs:Complete allocation of DRA funds. (Click the calculate button to | | $750,000.00 |

view the Budget Total)

\*LDD Project Administrative Fee. 11500

Architectural and Engineering $0.00

Contingency$0.00

$ Budget NonDRA

\*Personnel $0.00

\*Fringe Benefits $0.00

\*Travel $0.00

\*Supplies $0.00

\*Contractual $0.00

\*Administrative and Legal $0.00

\*Land, Structure, Rights of Way, Appraisals $0.00

\*Relocation and Payments $0.00

\*Construction $5, 192,600.00

\*Architectual and Engineering $153,600.00

\*Project Inspection Fees $99,400.00

\*Site Work $0.00

\*Demolition and Removal $0.00

\*Equipment $128,000.00

\*Miscellaneous $0.00 \*Contingencies $0.00

\*Program Income $0.00

\*Other  $0.00

\*Indirect Charges (10% or less) $0.00

\*Non-DRA Total Complete allocation of Non-DRA funds. (Click the calculate button to 

view the Budget Total)

\*Total Direct Charges

### LDD Fee

\*LDD Project Administrative Fee.

$ Other Funding Sources

\*Does this project have additional funding sources?

\*Amount

\*Type

\*Status

\*Documentation of Funding (File type must be PDF)

Add another funding source?

\*Amount

\*Status

\*Documentation of Funding (File type must be PDF)

Add another funding source?

\*Amount

\*Type

$0.00

11500

Yes



DOT-Federal

Committed

Email award announcement for doc.pdf

Yes

$420,000.00

DOT-State

Committed

FY2024 Community Funding Project Letter verifying PPP Award.pdf

Yes

$153,000.00

Local

|  |
| --- |
| \*Status Committed  \*Documentation of Funding (File type must Resolution from Port Commission dra dock.pdf |

#### be PDF)

Add another funding source? No

$ Capital Investments

\*Does this project have capital investments?

#### Attachments

\*Please upload a completed copy of the attached Work Plan.

Please upload a signed copy of the Participation Agreement.

Upload the applicant's approved architectural plans (File type must be PDF or image)

Provide link for photos of proposed project area

Resolution (File type must be PDF)

Letter of Support (File type must be PDF)

Letter of Support (File type must be PDF)

Letter of Support (File type must be PDF)

Letter of Support U.S. Congressperson (File type must be PDF)

Letter of Support U.S. Senator (File type must be PDF)

Letter of Support U.S. Senator (File type must be PDF)

Additional documentation (File type must be PDF)

Additional Documentation (File type must be PDF)

Letter of engagement from at least 1 HBCU, MSI and/or

Federally Recognized Tribe

No

DockRev FY2024DRAClF.pdf

LGF participation agreement dra dock.pdf

Columbia Dock Design Attachment.pdf

Resolution from Port Commission dra dock.pdf

Terral Participation Aggreement DRA

Dock.pdf

Dock Timeline FY24DRAClF.pdf

|  |  |  |  |
| --- | --- | --- | --- |
| Document Title | Question | Size (KB) | Date Uploaded |
| Dock Timeline FY24DRAClF.pdf | 1 Project Timeline | 306.92 | 5/29/2024 2:37 PM |
| Terral Participation Aggreement DRA Dock.pdf | Additional Documentation final | 314.29 | 5/29/2024 3:53 PM |
| Dock Timeline FY24DRACJF.pdf | Additional Documentation final 2 | 306.92 | 5/29/2024 3:53 PM |
| Columbia Dock Design Attachment.pdf | Architectural plans | 962.64 | 5/29/2024 3.51 PM |
| Email award announcement for doc.pdf | Funding Documentation 1 | 77.87 | 5/29/2024 3:47 PM |
| FY2024 Community Funding Project Letter verifying PPP Award.pdf | Funding Documentation 2 | 429.49 | 5/29/2024 3:10 PM |
| Resolution from Port Commission dra dock.pdf | Funding Documentation 3 | 201.95 | 5/29/2024 3:47 PM |
| LGF participation agreement dra dock.pdf | Participation Agreement Form | 402.2 | 5/29/2024 3:51 PM |
| Resolution from Port Commission dra dock.pdf | Resolution | 201.95 | 5/29/2024 3:51 PM |
| Screenshot\_16-4-2024 1685 sam.gov.jpeg | UEI Verification | 242.26 | 4/16/2024 4:10 PM |

 1 2

|  |  |  |  |
| --- | --- | --- | --- |
| Green Port Community Growth Program |  | | |
| Applicant Information | Columbia Port Commission,  129 Riverton Campground Road, Columbia, Louisiana 71418  Greg Richardson, Port Director (318) 594-1657, greg@portcolumbia.com | | |
| Type of Eligible Applicant | Port Authority | | |
| Budget Summary | EPA Funding Requested | Applicant Costs | Total Project Cost |
|  |  | $73,459,000 |
| Short Project Description | Our project exemplifies our innovative approach to decarbonizing port operations and tackling the climate crisis. By integrating renewable energy generation and zero-emission equipment, we aim to take actions now to fully decarbonize the Port of Columbia. This initiative reduces emissions, promotes economic growth, and enhances environmental stewardship. By prioritizing engagement with near-port communities and stakeholders, we reverse established industry practices, ensuring a sustainable model that puts people and the environment first, setting a benchmark for other ports to emulate. ZE port equipment and infrastructure included in the project:  Cargo Handling Equipment & other nonroad  Locomotives/Rail Handler  Electric Vehicle Supply Equipment   * Vessel Shore Power Infrastructure   Hydrogen Fueling Infrastructure   * Solar Power Generation   Battery Energy Storage System | | |
| Other Federal Funding  Sources | Federal Tax Credit for Solar Photovoltaics — Investment Tax Credit (ITC) or Production Tax Credit (PTC), | | |
| Logistics Software | No, we do not use LOGINK or any other prohibited logistics platform | | |
| Scalability | The project's short-term goals and objectives could be accomplished with a targeted 25% reduction in federal funds. The minimum amount of federal funding acceptable is $49,600,000. | | |

##### 1.0 Proiect Summary and Approach

1.1 Overall Project and Proposed Impact

The Green Port Community Growth Program (Green Port CGP), presented by the Columbia Port Commission for the FY2024 EPA Clean Port Zero-Emission (ZE) Implementation application, is designed to advance environmental sustainability, economic growth, and community resilience within Louisiana's port system. The Green Port Community Growth Program aligns with the strategies outlined in the US DOE's Port Electrification Handbook, ensuring that our approach to electrification and zero-emission technology deployment is based on the best practices and proven methodologies. This alignment strengthens our ability to meet the EPA's criteria for environmental sustainability and community impact while implementing Louisiana's Priority Climate Action Plan (PCAP).

The proposal includes a range of transformative zero-emission initiatives:

* Adoption of renewable energy, solar power.
* Implementation of Energy Storage Systems with Community Microgrid
* Installation of shore power systems to mitigate emissions from docked vessels.
* Procurement of electrical and hydrogen fuel cell equipment.
* Establishment of resilient alternative fuel transportation stations (RAFTS) to facilitate cleaner transportation options.

Our project epitomizes a comprehensive approach to decarbonizing port operations and confronting the climate crisis. We aspire to achieve full decarbonization of the Port of Columbia before 2050. This initiative not only reduces emissions but also fosters economic growth and enhances environmental stewardship. By prioritizing engagement with nearby communities and stakeholders, the program ensures equitable distribution of benefits. Our proposal challenges entrenched industry norms, establishing a sustainable paradigm that prioritizes people and the environment while seeking to generate new economic opportunities, thereby setting a benchmark for other ports to emulate.

1.2 Partnerships and Collaboration

Under the Green Port CGP, we align the Port's commitment to meeting the energy and growth needs of our tenants with the opportunities provided by the EPA's Clean Port ZE Implementation program. Currently, the Port is undergoing a $40 million infrastructure upgrade in support of Louisiana Green Fuel's $3 billion Biofuel Facility, which includes a gasification plant, biomass power plant, and carbon sequestration well. The facility aims to utilize regional timber to produce aviation fuel with a negative carbon index. Positioned as a pioneering project for Louisiana Ports, our goal is to satisfy objectives outlined in the Louisiana Priority Climate Action Plan (PCAP), ensuring integration with the EPA Clean Port criteria to be performed in conjunction with our statewide EPA Clean Port Planning Initiative using the DOE's Port Electric Handbook as reference for the implementation process. The success of our proposal relies on the experise and commitment of a diverse team to spearhead this initiative.

Columbia Port Commission (Port of Columbia): Serving as the lead agency, boasts a proven track record of securing federal funding and will play a pivotal role in navigating the project to success.

Entergy: As a Utility partner, Entergy will leverage its expertise in energy generation and electrical infrastructure to integrate our program into the existing energy network. While utilities have long serviced ports, port electrification is a new and challenging area for both ports and utilities. This initiative provides an opportunity for mutual learning and innovation as we navigate these challenges together.

Global Gas Corporation: As Statutory Partner wilt own and operate the Hydrogen Distribution System. Leveraging its expertise in Hydrogen technologies, will lead our Hydrogen Initiative, driving the implementation of crucial infrastructure to advance Port Decarbonization, through the provision of hydrogen and zero-emission (ZE) equipment.

Louisiana Green Fuels: Specializing in the production of carbon negative alternative fuels, will contribute

insights aimed at advancing decarbonization. LGF provides 3 independent components enhancing the Green Port GCP's goals, development of Biofuel, Renewable Energy (biomass power plant), and carbon sequestration well system by promoting sustainable energy solutions and reducing carbon emissions.

Caldwell Parish Industrial Development Board: Bringing local insights and economic development expertise, will support efforts to create new economic opportunities and enhance community resilience.

Louisiana Department of Energy and Natural Resources (DENR): As a key contributor to the development of the Louisiana Priority Climate Action Plan (PCAP), provided guidance for aligning our Green Port Community Growth Program with the state's climate action objectives.

Louisiana Department of Transportation and Development (LaDOTD) — Office of Multimodal: Plays a pivotal role in developing statewide port and transportation plans. LaDOTD is spearheading the statewide EPA Clean Port Planning Grant effort, which will support the implementation of our proposal. Currently, LaDOTD LTA division is assisting the Port with procurement with other state and federal grants.

Port Classification: The Columbia Port Commission is designated as a Rural Small Water Inland Port. While our jurisdiction itself is not located in nonattainment areas or disadvantaged communities, several of the communities we serve are disadvantaged. For instance, Ouachita Parish, within our region, is situated in a nonattainment area with high ambient diesel concentration and Northeast Louisiana ranks as one of the nation's poorest regions.

Statutory Partnership: The Statutory Partnership agreements, along with support and commitment letters have been provided as attachments. Global Gas Corporation and Louisiana Green Fuels are our Statutory Partners. Global Gas Corporation with the hydrogen distribution system and hydrogen fuel cell equipment. All funds used for electrical equipment will be owned by the Port and leased to our tenants, Louisiana Green Fuels and Terral Riverservices, Inc. We believe the proposed leasing of equipment elevates potential issues, while advancing the utilization of electric equipment and infrastructure development.

1.3 Coordination and Complementary Initiatives

To ensure effective implementation of our Green Port CGP, the Port will lead federal-level engagements, while collaborating with the DENR to align with the State's PCAP. We will also coordinate with the LaDOTD with efforts to establish a Statewide Clean Port Program. This collaborative approach enables comprehensive planning across agencies, workforce development entities, and community stakeholders.

Our Workforce Development Plan is a collaborative initiative designed to prepare the local workforce for emerging job opportunities resulting from port electrification. The Plan's development and implementation require a shared vision among stakeholders to fostering economic growth and sustainability through high-quality job creation. To achieve our objectives, we will collaborate with recognized leaders in workforce training. One potential partner is Louisiana Caterpillar, known for its' robust workforce curriculum. By leveraging their existing programs, we will develop specialized training programs tailored to the needs of the Green Port CGP.

Similarly, community development and engagement between the port, neighboring communities and the tribal community will be prioritized. Existing community programs will be expanded upon, focusing on initiatives aligned with the Clean Port Program's objectives. Our Green Port CGP 's Community Development and Environmental Justice budget is $2 million dollars. The program will fund the development of Port specific Emission Reduction Plan, Community Development Plan, Environmental Plan and a Workforce Development Plan, which will be derived from statewide plans. The development and implementation of these plans will be overseen by the Port utilizing specialized consultants to ensure the programs are community-centric.

The Green Port CGP is a testament to our commitment to combating the Climate Crisis and driving forward the EPA Clean Port Program's vision of achieving Zero Carbon Emissions by 2050. Through our dedication to renewable energy with the transitioning to Zero Emission (ZE) equipment, we establish a new standard of leadership for the transportation industry within Louisiana. Moreover, prioritize minimizing the impact of port operations on neighboring communities while fostering community engagement and emissions reduction planning as fundamental principles. By seamlessly integrating these objectives into our implementation strategy, the Green Port CGP not only meets the program's goals but also pioneers a paradigm shift, embedding climate benefits deeply into our daily operations. Empowered by this initiative, the Port assumes the mantle of responsibility, assessing the carbon footprint of new tenants and devising strategies to neutralize emissions. While acknowledging these complexities, our commitment to infusing carbon neutrality considerations into our planning processes serves as a testament to our pursuit of emission reduction.

###### Complementary Initiatives

Louisiana Climate Action Plan which contains 28 strategies and 84 specific actions to reduce GHG emissions across the entire state economy. (awarded)

Louisiana Hubs for Energy Resilient Operation (HERO) initiative will advance Louisiana's disaster response and recovery by optimizing and integrating clean energy resilient hubs throughout a utility-owned electric grid system, positioning the state as a global leader for grid innovation and community-centric, carbon-free energy resilience. (awarded $250 million)

Louisiana State Plan for Electric Vehicle Infrastructure Deployment, $73 million for electrical vehicle (EV) infrastructure through the Infrastructure Investment and Jobs Act (IIJA). LaDOTD administer funds made available by congress as part of the National Electric Vehicle Infrastructure Formula Program funds.

LaDOTD — Louisiana Carbon Reduction Strategy ($118M awarded) to support the reduction of transportation related carbon emissions throughout the state. The CRS identifies transportation projects and strategies that will reduce carbon emissions, Freight and port emissions reduced through port electrification and implementation of freight that uses alternative fuels or technology to support the decrease in idling times.

Louisiana H2theFuture Coalition ($50 million) initiative to promote the development of green hydrogen.

DOT — National Zero-Emission Freight Corridor Strategy an interagency initiative between the Joint Office of Energy and Transportation, US DOE, US DOT, and the Environmental Protection Agency to develop a national strategy for MHD freight corridors for electric and hydrogen vehicles.

La DENR — Louisiana Comprehensive Actions to Reduction Emissions (CARE) (applied) to accelerate greenhouse gas (GHG) reductions across top ranking US carbon-intense sectors with the strategic deployment of eight novel and viable GHG reduction measures as top priorities based on the Louisiana PCAP, of which Resilient Clean Port Initiative is one of the eight.

La DOTD — EPA Clean Port Planning Initiative (applied) A statewide planning grant incorporating all ports.

1.4 Project Risk Mitigation

Mitigating Innovative Technology Risk: The integration of the solar farm with the Energy Storage System (ESS) significantly mitigates the risks associated with innovative technologies. Grounding the project in proven technology enhances credibility, highlighting the viability of advanced solutions in a practical setting. This approach serves as a blueprint for integrating advanced technologies into the broader energy landscape, utilizing public ports as facilitators.

The true barrier to port electrification is not just the generation of power, but the capacity to deliver and manage it. Ports and their tenants can purchase electric equipment and install necessary infrastructure, but if the power is generated from fossil fuels, those initiatives fail to address decarbonization. Effective decarbonization requires a comprehensive approach that tackles energy capacity and integrates with existing systems. Current energy generators and transmission systems are not adequately prepared for decarbonization. Utility companies are often reluctant to bear the costs of developing additional capacity and upgrading transmission systems to handle fluctuating energy demands that do not align with their existing plans. Therefore, ports must develop partnerships with utility companies to support this transition, focusing on renewable energy, capacity and community microgrid management.

The core of this initiative lies in the design of the port's community microgrid and the proposed Energy Storage System (ESS). These systems can store sufficient energy to operate the port during periods when the solar farm is not producing power. This energy capacity model not only secures enough energy to electrify the port but also provides an opportunity to integrate the port's storage capacity and renewable energy with the existing electrical grid. This integration holds great promise for achieving a decarbonized and efficient energy solution for port operations.

Capacity and resilience require complementary solutions the development of the Hydrogen Distribution System to facilitate the availability of hydrogen and the use of hydrogen fuel cell equipment also provides an opportunity to increase the electrical capacity at the Port through the use of a Hydrogen Fuel Cell backup generator.

Entergy's participation as a utility partner underscores the importance of collaborative relationships in addressing issues related to energy generation, distribution, and capacity. Our ongoing efforts focuses on upgrading the electric grid servicing the Port and its tenants, specifically addressing concerns about the costs associated with these upgrades. These upgrades, which are outside the scope of our program and deemed non-eligible costs, will be the responsibility of the Columbia Port Commission and its tenants.

Currently, Louisiana Green Fuels' (LGF) energy demand exceeds the capacity of the existing electrical grid. LGF's preliminary estimates for electrical grid upgrades range between $15 to $20 million, based on their energy requirements. Our renewable energy initiative aims to reduce these costs through design load management and onsite energy generation, fostering energy independence. The Port utilized the Maritime Port Load and Generation Profile Workbook and the Energy Storage Evaluation Tool to assist in designing the Solar Farm and ESS. Green Port CGP demonstrates the capability to develop sufficient renewable energy and storage capacity to manage energy consumption and minimize power demand fluctuations for utility partners. We plan to leverage solar energy tax credits and revenue bonds from energy purchase agreements with tenants to secure sufficient funding, addressing any potential noneligible cost issues associated with balancing electric grid upgrades to achieve our energy independence.

Our approach will demonstrate the capability of renewable energy solutions to address complex energy issues, ensuring the sustainability and resilience of the Port's energy infrastructure.

Achieving Deployment at Scale: The project illustrates how strategic investments in renewable energy combined with ZE equipment deployment can drive widespread adoption. The emphasis on economic development and addressing emission reductions ensures a comprehensive and replicable approach.

Attracting Additional Private Sector Investments: Overcoming barriers in renewable energy interconnection, particularly in rural communities, the project makes clean energy opportunities more feasible for public/private sector investments. The utilization of clean energy projects to accelerate the decarbonization of the Port, leveraging the available workforce and affordable land in rural areas.

Synergistic Relationship for Power Generation: The increased power capacity resulting from the project fosters synergy between clean power facilities and energy providers. This collaboration ensures mutual support during outages, highlighting the interconnectedness of diverse energy sources. The project enhances grid resilience and establishes a dynamic ecosystem where different energy providers complement each other.

Grid Resilience and Economic Opportunity: The project exemplifies renewable energy resilience and creates economic opportunities. The integrated approach ensures a robust foundation for further innovation, scaling, and private sector participation, contributing to sustainable and widespread adoption of clean energy solutions.

Environmental Considerations: The project will take a proactive engagement with environmental authorities and communities will be a priority. A comprehensive environmental impact assessment will guide the project, with a commitment to minimizing ecological disruption.

Permitting Challenges: The risk associated with permitting is mitigated by focusing on upgrading existing structures. However, for the proposed new construction a preemptive approach involves establishing clear communication channels with relevant permitting bodies.

Match Funding Risks: As a political subdivision of the State of Louisiana, the port can issue bonds according to state law to develop projects. Since most grants awarded are based on reimbursements, the port has historically issued grant anticipation bonds to finance awarded projects, ensuring funds are available to complete projects in a timely manner. Bonds are issued based on the port's ability to pay debt service through generated revenue associated with the project. In this case, it will be revenue bonds based on energy purchase agreements signed with our Tenants. Statutory Partners attached commitment letters verify their 10% match.

Construction Timelines: Mitigate construction-related risks, by implementing a detailed project management plan. Clear milestones and regular progress assessments ensure timely execution. Special attention will be required for managing the schedule as it relates to the availability of electrical equipment and electrical infrastructure components.

Community Engagement: Risks associated with community acceptance are mitigated through community engagement strategies. Transparent communications, active paråcipation, and addressing community concerns are integral components.

Labor Challenges: Workforce shortages or skill gaps, will be addressed through proactive workforce development initiatives, including training programs, partnerships with local education institutions, and collaboration with community workforce agencies.

Technical Risks: The solar farm, energy storage system, electrical equipment and RAFTS have been mitigated through proper planning, design, and collaboration with subject matter experts, with contingency plans addressing any unforeseen technical issues. Which is consistent with the Port Electrification Handbook's Technical Readiness Levels (TRL) for identified components of our Program.

Security Risks: Potential security risks, such as vandalism, theft, or cyber threats, are addressed through robust security measures, including surveillance systems, cybersecurity protocols, and collaborates with local law enforcement to ensure protection of critical infrastructure and project assets.

1.5 Applicant Fleet and Infrastructure Description

1.5.1 Build America and Buy America (BABA)

Alignment with the Build America and Buy America (BABA) provisions, all components have been sourced to verify compliance with BABA guidelines. Our program ensures that all materials and products procured for the project are sourced from domestic manufacturers. The program will adhere to BABA written procedures, this commitment supports American industry and labor, ensuring that our investments bolster the national economy while adhering to federal guidelines.

1.5.2 Renewable Energy Initiative - Solar Farm

As maritime facilities situated on navigable waterway, our port have historically focused on harnessing the currents of our river to ensure operational efficiency. However, an equally critical yet often overlooked aspect is the electrical current powering our Ports through the existing state electrical grid. Our Green Port CGP aims to highlight this fundamental aspect of our port operations.

The journey towards decarbonizing Louisiana's ports must begin by addressing the state's energy sources. With a heavy reliance on fossil fuels, particularly natural gas and petroleum, our ports contribute significantly to carbon emissions. Transitioning to electric equipment at ports, while important, does not fully address decarbonization if we simply shift emissions elsewhere. Our approach involves collaborating with existing electrical transmission and generation providers, to effect overall carbon reduction across the state. We propose the construction of a solar farm, which will allow the Port of Columbia to be Carbon Neutral as well as represent a significant reduction in carbon emissions from other Louisiana Port's energy consumption.

Most studies have warned of the inadequacy of the existing electrical grid as decarbonization goals approach. Our initiative aims to enhance grid resilience and reliability by developing Sustainable Energy Secure Hub (SESH). The SESH will create a community microgrid which will feature a solar farm equipped with Energy Storage Systems (ESS). This infrastructure will demonstrate the ability to address energy capacity, peak shaving, grid enhancement, and resilience during natural disasters—events all too common in Louisiana.

Energy Storage Systems (ESS) with community microgrid development optimizes clean energy benefits and enhances regional energy capacity and resilience. ESS Initiative, consisting of 4 MW ESS and IMW Resilient Backup Generator Hydrogen fuel Cell, supports resilience during natural disasters and strengthens the regional electrical grid. Conceptual design narrative has be provide in Attachments.

Outputs and Outcomes

* installation of 25 MW of solar power is estimated to generate 50,000 MW annually.  Estimated usage at Louisiana Port is around 80 MWh, coupled with efforts to reduce nonrenewable energy consumption, aiming to cut carbon emissions from fossil-fuel based energy generation by 10%. The Port's solar farm will average 10 MW-h of available renewable energy during daylight hours with 1MW-h from the ESS during nighttime operations.
* Secure sustainable energy independence, for port facilities and communities while providing a more resilience electrical grid system while enhancing resilience during natural disasters.  Provision of a reliable power supply to facilitate the transition to electric equipment at ports.  Display of the effectiveness and potential of ESS systems in optimizing power management at port facilities leading to the development of Virtual Power Plants.
* Revenue generation from renewable energy sources.
* Fostered partnerships with utility providers to shift away from fossil fuel-based energy

1.5.3 Shore Power Initiative

At its core, the essence of a port lies in facilitating the movement of cargo via waterborne transportation, predominantly through vessel operations. With this in mind, there is no better juncture to tackle the decarbonization of our ports than at the genesis and culmination of these operations. With the pressing need for electrical service to support dock operations, deploying Shore Power technology presents an opportune solution. However, navigating challenges such as standardization issues in vessel electrical systems, power infrastructure availability, berth space constraints, and cost distribution requires careful consideration. We have selected ESL Shore Power Assembly as our standard, offering versatility and capacity to meet diverse vessel power demands. Each assembly is designed to accommodate various vessel needs and support dock equipment electrification. ESL, Shore Power Assembly is BABA compliant. Our cost estimate was based on utilization of 50— ESL E2-R500-480-40035XEMlLC: 800A, 480VAC, 3-phase, 3-wire, IOKAIC, Type 3 RX, 2-Gang Pad-Mount Assembly.

Outputs and Outcomes

* Installation of two shore power pedestals to service over 100 vessels with an estimated annual energy dispersed approximately 14.4 MW-h, significantly reducing emissions and noise.
* Standardization of Shore Power equipment and services with ports across Louisiana
* Development of dock construction standards incorporating Shore Power infrastructure.
* Enhanced understanding of grid capacity and the impact of Shore Power on port operations.

The Shore Power Initiative stands as a strategic cornerstone in fortifying port sustainability and curbing emissions. Our proposal encourages standardization of shore power equipment and integrating ESS to help manage peak loads utilizing a community microgrid. By addressing vessel requirements and port infrastructure intricacies, we not only chart a course towards a greener, more efficient, and resilient port ecosystem in Louisiana.

1.5.4 Electrical Equipment

Utilization of Electric Rail Movers: The use of an electric rail mover will eliminate diesel equipment usage for rail service at the port. The accompanying noise reduction and improved air quality will benefit both the port and nearby communities. Reduced energy consumption, emissions, and idling; Reduced Operational and Maintenance Costs; Improved operational efficiency with incorporation of work schedule/battery limitations; and Reduction in Noise, Air Pollutants and Carbon Emissions

Container Handling Equipment: To demonstrate the utilization of electrical equipment to address the burgeoning growth of container cargo movement within our industry, we are including the acquisition of Taylor Reach Stacker to enhance container handling capabilities at the Port. This new BABA-compliant cargo handling equipment will bolster port operations, facilitating efficient servicing of containerized cargo movement at the port's rail and dock facilities.

Forklifts: Forklifts are indispensable in cargo movement within ports, varying in size, purpose, and power source. However, the majority of forklifts currently in use rely on combustible engines. To highlight the effectiveness of BABA-compliant electric equipment in replacing these forklifts, we have selected: 2 Electric Toyota Model 7FBCU45 electric lift trucks, each with a 10,0001b capacity. This forklift will replace leased equipment at the Port. 1 - Heavy Duty Taylor Z-360 M forklifts This forklift represents new equipment without replacement, demonstrating the capability of larger capacity forklifts to enhance cargo movement potential between smaller forklifts and top loader container movers.

Multi-purpose Cargo handling equipment: Due to the diverse cargo and equipment needs within our port, we evaluate the most frequently used equipment for cargo movement, maintenance, and construction. To enhance our decarbonization initiative, we have selected versatile and sharable equipment, including an excavator, wheel loader, tractor, and lawn mower. This selection promotes the use of electric equipment and exemplifies the advancements/advantages of electric machinery.

Caterpillar 320 Electric Medium Excavator: is a versatile asset for both construction and cargo movement. Its compact yet powerful design ensures efficient excavation, trenching, and material handling, Its mobility allows it to navigate various terrains, making it ideal for cargo loading and unloading at ports. With adaptable attachments like buckets, grapples, and forks, enhances productivity across diverse tasks.

Caterpillar 950 GC Electric Medium Wheel Loader: is a versatile powerhouse essential for a range of port tasks, including cargo movement, site operations, and construction. Its robust design and electric propulsion deliver high performance while reducing emissions, contributing to cleaner air and a healthier environment for nearby communities. The quieter operation also reduces noise pollution, enhancing community relations and environmental justice. Additionally, it promotes employee safety by minimizing exposure to harmful emissions and noise.

70 HP Monarch Tractor and 2 Mean Green Lawn Mowers: In our pursuit to phase out combustible engines, the transition extends to all equipment including grounds maintenance. Embracing electric alternatives, from the smallest engines to the larger cargo movers, is paramount. Our goal is to embed in our employees' daily routines with new standard operating procedures, emphasizing the need to ensure equipment charging and developing work schedules that accommodate limited operation hours.

Resilient Alternative Fuel Transportation Stations (RAFTS) Hydrogen and electric charging stations:

Louisiana's PCAP has recognized the pressing need to expand electric charging infrastructure, particularly for trucks, to reduce idling and promote the transition to electric vehicles. Our implementation plan prioritizes the installation of both electric charging facilities and hydrogen fueling stations at the Port's Truck Parking Facility (TPF). \_The Port's TPF, which is part of our RAISE Grant, accommodates 50 trucks and 100 cars with 12 EV Charging stations (2 DC fast chargers and 10 Level 2 chargers). As part of this initiative, we propose installing 2 additional DC fast chargers specifically for trucks. The TPF, located on US 165 between 1-20 in Monroe, LA, and 1-49 in Alexandria, LA.

Our initiative also includes the installation of a Hydrogen Distribution System at the Port's TPF. This location is ideal for servicing both the Port's future hydrogen needs and the trucking associated with our Multimodal Facility and the trucking industry utilizing US 165. As a multimodal facility (US 165, Union Pacific Rail, and the Ouachita River), and given the increasing activity surrounding hydrogen, we are strategically positioned to lead in the development and distribution of hydrogen.

Electrification will reduce truck idling during hours-of-service (HOS) breaks; however, the decarbonization of the trucking industry holds greater promise with the transition from diesel to green hydrogen. The transportation industry's shift to zero-emission vehicles will be constrained by the availability of EV charging and/or hydrogen fueling stations. While advancements in battery technology have made electric vehicles suitable for limited operations within defined areas, long-distance cargo transportation requires a more robust solution—green hydrogen shows significant promise.

The hydrogen distribution system located at the port will promote and advance the multimodal use of green hydrogen as a fuel for the trucking, rail, and waterborne transportation industries. The Program includes one hydrogen-powered semi-trucks for use at the Port to showcase the feasibility and benefits of green hydrogen vehicles. This truck will be utilized by our tenants within the near-port area, exemplifying the impact of zero-emission trucking. This initiative provides the opportunity to expand the Hydrogen Distribution System to other ports, developing a statewide zero-emission freight corridor.

The hydrogen fueling infrastructure will comprise 300kg per day hydrogen compression, compressed gaseous hydrogen storage of 500kg at up to 520 bar g pressure, and hydrogen dispensers capable of dispensing up to 300 kg per day. The hydrogen distribution system will feature a 1 MW resilient backup power source (hydrogen fuel Cell), enhancing our community microgrid by offering energy arbitrage and demand charge mitigation capabilities to the solar farm and ESS energy network. This infrastructure will complement the Port's Truck Parking Facility, making it convenient for zero-emission trucks to refuel. This initiative will encourage the adoption of hydrogen-powered heavy-duty vehicles, contributing to the reduction of GHGs. Global Gas Corporation is an expert in hydrogen systems and will manage and operate the hydrogen distribution facility to ensure reliable hydrogen supply to Port operations and Truck Parking Facility customers. Currently, there is no large source of green hydrogen within 150 miles of the Port of Columbia, and there are no public hydrogen refueling stations in North or Central Louisiana. The proposed Green Port CGP has been designed to provide a staräng point for the development of public hydrogen infrastructure which will enable hydrogen powertrain electric vehicles to be deployed throughout Louisiana, from north to south along 1-49, US-165, and US-167; from east to west along major routes 1-10 and 1-20, and also La-28 and US-84. The following information is provided as verification of the need for a green hydrogen distribution facility:

* Need to decarbonize transport including, heavy duty transportation, material handling and transit infrastructure

' Significant emissions reductions possible from transition to fuel cell electric vehicles

* Alignment with State and National decarbonization plans

The qualitative benefits of the Green Port CGP are summarized below:

* Foundational infrastructure for clean hydrogen in Louisiana
* Environmentally sustainable project which will increase Louisiana's economic competitiveness and opportunity, state of good repair, and innovation
* Aligns with the state of Louisiana's Statewide Resilience Plan, HERO program
* Hydrogen fuel cell electrification is a less expensive path to decarbonization for heavy duty vehicles versus battery electric
* Hydrogen fuel cell electric vehicles offer longer range and comparable fueling times to traditional hydrocarbon-based fuels
* Reduced noise from heavy-duty vehicle operations
* Development of a Green Power Corridor and economic benefits for investing in the safe, clean, and resilient generation of alternative fuels in the area
* Hydrogen based energy has the potential to eliminate price volatility and reduces energy costs and GHGs in high-value transportation, energy storage and electric power applications

###### 2.0 Environmental Results—Outcomes, Outputs and Performance Measures

2.1 Outputs and Outcomes Table: ZE Technology Deployment

|  |  |  |
| --- | --- | --- |
| Anticipated Outputs and Outcomes | | |
| Activities | Outputs | Outcomes |
| Installation of Renewable  Energy Sources (Solar)  First solar, Fixed Tilt GM, 30,028.8 kw DC/ 25,000 kw AC, located at the Port of Columbia,  All power generation system and related equipment, housing, and all accessories are BABA compliant.  Technology Readiness:  Solar PV has a High  Technical Readiness Level  (TRL)ref. PE handbook | 25 MW Solar Farms,  Collective solar generation capacity of 50,000MW, saving 13 million gals of water from Existing energy generation sources.  Enhances the port's power supply for our  Tenants, electrical equipment, TPF, Emergency Staging Area and the entire regions.  Synergy from Green Port CGP initiatives with Louisiana Green Fuels' ongoing development of a biomass power plant, biofuel gasification facility and carbon sequestration well, amplifies our efforts.  Solar farm with ESS will assist with providing capacity and renewable energy to justify the Electrical Grid Enhancements investment by the Port. Solar Farm Sizing calculations have been provided in Attachments. | Emissions reductions, 50,000 MWh:  C02 50,000 tons NOx 5.0 tons  S02 2.5 tons PM 1.0 tons  Water Saved 13,208,600 gallons  Renewable energy generated will offsets nearly 10% of the energy consumed by the states Ports excluding their tenant's.  Establishment of SESHub will increase energy resilience and reliability of at the Port and near port communities.  Model for port to showcase partnerships with utility providers on clean power generation and energy capacity solutions to address barriers to electrification with the national electrical grid. Harnessing clean energy generation at ports not only bolsters economic development but also creates jobs, enhances availability, and fosters opportunities in disadvantage communities, thereby promoting equitable growth and sustainability. |
| Energy Storage System w/ microgrid | Installation of four(4) ESS IMW batteries. | Demonstrates the effectiveness and potential of ESS systems to enhance the economics and efficiency of managing power at port facilities. |

|  |  |  |
| --- | --- | --- |
| Anticipated Outputs and Outcomes | | |
| Activities | Outputs | Outcomes |
| development (community)  BABA approved  Technology Readiness:  Lithium-ion have a High  Technical Readiness Level  ESS primary purposes: Support energy storage and provide backup power  4 ESS -1 MW Batteries  1 Hydrogen fuel cell | ESS systems will be equipped with control system (switchgear, etc.) to establish a Port Community Microgrid.  Three of the ESS will be mobile to assist our region during natural disasters.  Maximizes clean energy generation and development of capacity for utilization to ensure ability to independently operate the port with proposed electrical equipment. Energy Arbitrage and Peak Shaving  Demand Reduction and Charge Reduction Backup Power/Microgrids  Sizing of the ESS system was based on estimated loads and required capacity to efficiently maintain independence from the electrical grid | Strengthens and adds value to the existing electrical grid system as we foster a mutually beneficial partnerships with our utility provider  The solar farm with ESS installation not only enhances resilience and reliability but also empowers disadvantaged communities by providing reliable and sustainable energy access.  Promotes environmental justice through decarbonization while fostering job creation in the renewable energy sector, ensuring equitable economic opportunities for all stakeholders.  Workforce training associated with the operation and maintenance of ESS and microgrid systems. |
| Shore Power  2 pedestals  BABA  Low-voltage system which will utilize the ESS to support peak load management  Technology Readiness:  High Technology  Readiness level | Install 2 shore power pedestals servicing 100 vessels. Including tugboats, Coast Guard Vessels, COE Inspection and work vessels and others.  Electrification of the Docks for shore power supports the advancement of available energy the transition for other port operations.  Est. annual energy consumption of 14.4  MWh, as calculated by the EPA Emissions  Calculator for High-Capacity Shore Power SRMV, General Cargo, Tier Il, 100 vessels, 12 hours, 120Kw load | Emission Reductions  C02 100 tons 1.512 tons  S02 0.061 tons PM 0.024 tons  Operational savings for vessels with increase revenue to advance our electrification initiative.  Promotes community development and advances environmental justice by reducing air pollution and noise associated with vessel operations, leading to improved air quality an enhanced quality of life for residents  Supports local economic growth by attracting environmental conscious businesses and fosters job creation in the green energy sector. |
| Hydrogen Distribution  System w/ hydrogen fuel  Technical Readiness: High  Technical Readiness Level | The ability to provide market outlets for hydrogen are critical to the advancement of fuel cell equipment.  The combination of the solar farm with the Hydrogen Distribution System provides economic opportunities to evaluate subsequent hydrogen generation as the market demands.  Facilitate the utilization of a hydrogen fuel cell generator to assist with energy capacity at the Port. | Developing a distribution location for hydrogen thus establishing the coordination of a Louisiana Zero Emission Freight Corridor to promote the use of hydrogen equipment.  Emission Reduction: Transitioning to hydrogen fuel cell equipment reduces emissions, including greenhouse gases and air pollutants, contributing to improved air quality and health in port communities  Emission reduction from the 1 semi-truck conversion to hydrogen fuel cells: C02 50.85 tons 0.00015 tons  S02 0.000012 tons PM 0.000002 tons  5,000 gals reduction in diesel fuel used annually |

|  |  |  |
| --- | --- | --- |
| Anticipated Outputs and Outcomes | | |
| Activities | Outputs | Outcomes |
|  | Provides a fuel source for the proposed hydrogen fuel cell semi-truck | Energy Efficiency and Environmental stewardship are increased |
| Purchase of new electrical equipment to replace leased equipment and reduce the use of equivalent combustible engine equipment. BABA compliant  Cargo handling  Equipment EV charging Technical Readiness was not listed in handbook said improving | Total of 9 pieces electrical equipment of  BABA  2 Forklifts  1 heavy duty forklifts  1 Reach stacker  1 Medium Excavators  1 Medium Wheel Loaders   1. Monarch Tractor 2. Mean Green Lawn Mowers   1,812 Kw capacity of charging system installed. | The availability of Port owned electrical equipment to minimize use of combustible engine equivalents currently used by tenants  Transitioning to electrical equipment reduces emissions, including greenhouse gases and air pollutants, contributing to improved air quality and health in port communities Emission reduction:  C02 152.55 tons NOx 0.000315 tons  S02 0.000036 tons PM 0.000006 tons  15,000 gals reduction in diesel fuel used annually |
| Workforce Development | Incorporating existing state program for energy education. (example of potential program: Caterpillar's certification programs for ESS management and operation, as well as programs associated with maintenance and operation of electrical equipment. Their programs which include online certifications will prove beneficial both for port employees as well as near-by residents.) | Focus on incorporating our clean energy training within existing state programs to enhance training opportunities for Ports employees and near-port residents, with a 25% tribal community commitment. Developing a pathway for employment in the clean energy job sector, thus strengthen the transition of the electrification.  Annual Training 4,280  Port and Tenants Employees 20  Community Residents Web Based 1000  Advance training for Residents 50 |
| Community Development and Environmental Justice engagement activities to ensure meaningful participation with respect to the design, planning, and performance of the project  After completion of these  Plans the Consultant, Port and community stakeholders will evaluate the best investments of the $2 million placed in Community development. | A specialized consulting firm will manage the these components. This firm will be responsible for developing, implementing, and monitoring programs and plans over the four-year duration of the project. By utilizing the same consultant for both, we maximize the investment and ensure cohesive and efficient execution of these critical components of our initiative.  Anticipated stakeholders: 2,000 nearby port residents, North Delta Regional Planning District (MPO), North East Louisiana  Economic Alliance, Caldwell Parish Police  Jury, Caldwell Industrial Development Board, The Town of Columbia, The Town of Grayson, COLTs, and the Louisiana Tribal Community.  Establish Community Development  Agreements | Land Acquisition for Carbon Sequestration: Convert 300 acres to support carbon sequestration, 750 tons of carbon annually.  Community Enhancement: Develop buffer zones, green spaces and recreational areas in near-port Communities, improving well-being and public health.  Noise Reduction and Aesthetics: Enhancing the aesthetics and reduce noise pollution.  Wetland Mitigation Bank: Offset environmental impacts through wetland conservation.  River Bank Stabilization: Support projects to stabilize 1,000 miles of the Ouachita River Bank  Community Collaboration: Partner with stakeholders to promote green space development and address decarbonization efforts. |

###### 2.2 Performance Measures and Plan

To ensure the successful implementation and sustainability of the Green Port CGP, we have established a plan to track, measure, and report progress toward achieving the expected outputs and outcomes. This plan includes overseeing subrecipients, contractors, consultants, and vendors; tracking and reporting progress on expenditures and purchases; and monitoring accomplishments and timelines. Below is a detailed description of our performance measures and tracking plan which was developed from Port Electrification Handbook, Planning Template:

Renewable Energy with ESS:

* Energy Generation and Usage: Measure the energy generated by the 25 MW solar farm, document onsite usage, and track energy fed back into the MISO system;
* System Resilience: Assess the system's ability to maintain operations during grid outages;
* ESS Utilization: Track the utilization of the Energy Storage System (ESS) to enhance efficiency and resilience during regional natural disasters using mobile IMW ESS trailer-mounted batteries.

Shore Power:

* Energy Dispersion: Document energy dispersed through the shore power pedestals;
* Vessel Count and Usage: Verify annual vessel count and usage patterns with shore power. Electrical Equipment:
* Power Consumption: Monitor power consumption and performance for electrical equipment
* Operational and Maintenance Logs: Maintain logs and performance reports for each type of electrical equipment.

RAFTS:

* EV Charging: Document the demand to availability for EV Charging Equipment;
* Hydrogen Distribution: Track the volume of Hydrogen distributed across transportation modes. Emissions:
* Baseline Emission Inventocy: Development of a baseline emission inventory at the Port, detailing current sources and total emissions;
* Emission Reduction Evaluation: Assess potential emissions reduction actions for port activities;  Emission Reduction Plan: Develop an Emission Reduction Plan where each tenant's emissions are verified, and BMP are implemented to set reduction goals;
* Tenant Compliance: Ensure all future tenants adhere to EPA guidelines and revised Standard Operating Procedures (SOP) for carbon-reduction actions; and
* Annual Emission Audits: Conduct annual audits to document and verify emissions.

Highlighting Efforts:

* Zero Emissions Board: Establish a Zero Emissions Board at the port entrance to publicly track and display progress toward achieving zero emissions by 2050.

Implementation of Performance Measures:

* Overseeing Subrecipients, Contractors, and Vendors: Our team will conduct regular meetings and progress reports to ensure all parties and project initiatives are aligned with project goals and timelines. This process will involve not only monitoring the progress of subrecipients, contractors, consultants, and vendors but also providing necessary support and guidance to address and challenges that may arise. These meetings will serve as a platform for fostering collaboration and sharing best practices among all stakeholders involved.
* Tracking and Reporting Project Prozress: Monthly tracking of expenditures and purchases will be conducted to ensure financial accountability and timely acquisition of necessary resources. This involves meticulous records of all financial transactions related to the grant, including invoices, receipts, and budget allocations. By closely monitoring expenditures, the project team can identify any discrepancies or budget overruns early on and take corrective action as needed. Moreover, regular reporting on project progress will provide stakeholders with transparent insights into the utilization of grant funds and the achievement of project milestones. All procedures and reporting will be in accordance with federal procurement regulations CFRs, and the guidelines established through our EPA award agreement.
* Tracking, Measuring. and Reporting Accomplishments: Detailed documentation of milestones and timelines will be maintained, with quarterly reports summarizing progress and adjustments as needed. This process goes beyond simply tracking activities; it involves measuring the actual outcomes and impacts of the project against predefined performance indicators. These quarterly reports will serve as a mechanism for demonstrating accountability to EPA and stakeholders.  Ensuring Compliance with Federal Guidelines: In executing implementation, it is critical to adhere to federal guidelines for spending federal dollars and fulfill documentation and reporting requirements. All expenditures must comply with program guidelines, including procurement procedures outlined in the Uniform Guidance (2 CFR 200), to ensure funds are used for approved purposes only. Documentation and reporting mechanisms will be established to track the utilization of grant funds, maintain transparency, and demonstrate compliance with program requirements. This includes meticulous record-keeping of financial transactions, procurement activities, and project expenditures, along with regular reporting to provide the EPA Clean Port program with insights into project progress and financial updates. By following these procedures diligently, the project team can expedite reimbursement processes and maintain financial accountability throughout the grant period, ultimately ensuring eligibility for reimbursement. The project team upon notification of the award will seek the service of a qualified grant administration consultants, such as Hunt, Guillot, & Associates, LLC (HGA) a program management and multi-discipline engineering firm with expertise in federally funded programs with specific experience in managing construction projects for ports.

###### 2.3 Timeline and Milestones

The Green Port CGP is planned as a four-year program which will commence once a signed agreement has been secured with EPA. We have provided the following timelines with milestones:

|  |  |  |
| --- | --- | --- |
| Award | Dec. 2024 | Anticipated announce of award prior to end of 2024 |
| Signed  Agreement 6 months | Dec. 2024 July 1, 2025 | The Program Management Framework defines four phases Preplanning, Planning, Implementation, Iteration, Ongoing which will be used to ensure successful implementation of the grant. |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Preparation phase 12 months | | July 1, 2025 July 1, 2026 | | Project Management and Implementation Plan,  Procurement of Engineering Consultants to assist with developing infrastructure design, layout, and bid packages for all proposed infrastructure and equipment.  Develop Baseline Emission Inventory with development of ZE implementation plan  Procurement of Community Development and Environmental Justice Consultants. Begin quarterly meetings with community.  Assess availability of equipment and initiate procurement processes to minimize delays anticipating 2-year wait time on some components Development and preparation of Workforce Development Program.  Release initial scholarships with web base training programs. Permits associated with proposed infrastructure construction and interconnection with electrical grid currently has a 2-year backlog.  Review of program monitoring and reporting | |
| Execution of  1st round  Initiatives  12 months | | July 1,2026 July 1, 2027 | | Through community development and environmental justice activities award 2nd round of scholarships to residents and employees to participate both Web and advance Workforce Development training Complete the development of site-specific plans (Emission Reduction,  Community Development, Environmental Justice, Workforce Development)  Begin construction of Solar Farm with microgrid development to facilitate the installation of electrical equipment chargers.  Begin Construction of Hydrogen distribution system and Shore Power Ongoing engagement with quarterly community development meetings to inform public and receive input.  Receive Electrical Equipment with lower charger capacity requirements, ensure all equipment has been ordered Review of program monitoring and reporting | |
| Execution of  2nd round  Initiative  12 months | | July 1, 2027 July 1, 2028 | | Complete all infrastructure construction associated with solar farm, shore power, Hydrogen Distribution, and installation of charging equipment, including EV chargers.  Ongoing engagement with quarterly community development meetings to inform public and receive input.  3rd round of scholarships for workforce development training with focus on advance training.  All identified electrical equipment should be onsite  Annual Green Port CGP Seminar Event to promote the advances of the decarbonization of the Port.  Review of program monitoring and reporting, ensure community development, environmental justice and workforce development initiatives are meeting the established goals.  Documentation and community feedback will drive successful future funding applications | |
| Closeout &  Monitoring  12 months | | July 1, 2028 July 2029 | | Revise/update site specific plans, handoff from consultants to Port. Allocate resources for closeout activities, including final reports and evaluations | |
|  | |  | | Explore opportunities for additional funding to sustain and expand electrification initiative beyond the program  Comply with all requirements and procedures within the EPA Clean Port ZE Implementation agreement. | |

###### 2.4 Scrappage

As part of our commitment to environmental sustainability and the electrification, we have developed a scrappage plan to accompany our application. This plan outlines the responsible disposal of the combustible engine equipment. The port and their tenants have agreed to adhere to EPA's guidelines for equipment scrappage and our developed scrappage plan. While there is currently no equipment slated for scrapped under this proposal, our objectives remain clear: to ensure the safe and environmentally responsible disposal of combustible engine equipment; maximize the recycling and reuse of material where feasible, and facilitate the transition to electrical equipment. Procedure: As provided in Table 4b Scrappage, a detailed inventory of all combustible engine equipment slated for scrappage will be performed; Ensure compliance with EPA clean port regulations and guidelines regarding the disposal of combustible engine equipment; Utilize qualified technicians and equipment to safely extract engines, segregating engine components for proper disposal or recycling; Coordinate with certified scrap yards or recycling facilities to responsibly dispose of remaining equipment components; Prioritize recycling and reuse of material to minimize waste generation, and Document disposal activities, including weights of scrapped materials and recycling rates, for reporting purposes.

3.0 Programmatic Capability and Past Performance

###### 3.1 Past Performance and Re poring Requirements

List of Columbia Port Commission federally funded and non-federal funded project in last three years:

* FY22 LaDOTD PPP — $ 15 Million FOLK Infrastructure Project, Project included the funding to assist with the purchase of property, road construction, and railspur expansion.  FY22 DHS PSGP — $1 Million Security Fencing , perimeter security fence installation.
* FY22/23 DRA CIF -- $1.5 Million, Infrastructure Improvements, matching funds to assist with leveraging both state and federal funds associated with road and rail construction.
* FY23 RAISE -- $10.5 Million, Ouachita River & LA HWY 165 Multimodal Connectivity & Safety Project, construction of a Truck Parking Facility with EV charging stations.
* FY23 EDA Disaster Supplemental -- $2.8 million, Emergency Staging Area, development of regional emergency response control facility.
* FY23 CFP/earmarks PIDP -- $5 million dock improvements

List of Federal Grants for Electrification with Port of Columbia Activity: Federal funding for port decarbonization is available through various agencies. Ports can enhance their opportunities by understanding the landscape, including key agencies, and programs, and staying informed about program updates. Decarbonization and electrification applications are difficult with grants requiring BCA.

1. Reduction of Truck Emissions at Port Facilities:
   1. FY2023 Port Electrification and Rail Project (not awarded)
2. DERA National Grants — replacement of high emission vehicles
3. State Grants: Diesel Emissions Reduction Act
4. Rural Surface Transportation Grant Program (Rural)
5. Infrastructure for Rebuilding America (INFRA) Grant Program (Requires BCA)
   1. FY2022 MPDG FOIK INFRASTRUCTURE Project (not awarded)
6. MEGA Program (requires BCA usually just for large projects)
7. Port Infrastructure Development Program (PIDP) (Requires BCA)
   1. FY2022 and FY2023 Infrastructure Projects with Electrification project (not awarded).
   2. FY2023 CFP/earmarks PIDP $5 million dock improvements (awarded)
8. Rebuilding America Infrastructure with Sustainability and Equity (RAISE) (requires BCA)
   1. FY2022 FOIK Infrastructure Project (not awarded)
   2. FY2023 Ouachita River & La HWY 165 Multimodal Connectivity & Safety Project

(Awarded grant for truck parking facility w/ EV charge stations)

1. DOT MARAD America's Marine Highway Program
2. DOE Grid Resilience and Innovation Partnership (Grip)
   1. FY2024 Green Grid Resilience Port Project ( Not awarded solar farm and grid upgrades)
3. Other federal funds for EV charging Stations including: Joint Office of Energy and Transportation:

Communities Taking Charge Accelerator, FY2024 FOA; Clean Heavy-Duty Vehicles Grant

Program; Active Transportation Infrastructure Investment Programs; DOE: State Energy

Program; Charging and Fueling Infrastructure Grant Program & Several other EV Initiatives.

###### 3.2 Staff Expertise

The Green Port CGP Team, is a diverse and skilled group prepared for successful ZE Implementation, overseeing infrastructure investments, equipment procurements, and community engagements. During pre-planning, the team expands stakeholder networks, collaborations with Local, State, and Federal agencies, while developing a procurement process to secure specialized consultants' services, ensuring program success. Key members include:

Columbia Port Commission

Greg Richardson, Port Director, is a degreed engineer with over 24 years of experience in administering transportation improvement grants is currently working on five federal grants.

Gary Lagrange, Port Advisor, past port director with New Orleans, Gulfport, Port of

South Louisiana, and Port of West St. Mary extensive experience with Port management and grant participation.

Laura Hartt, Port Accountant, significant experience with accounting principles and management of grant funds in accordance with regulatory requirements.

Carol Finch, Grant Specialist, significant experience with federal grant submittals will assist with ensuring compliance with federal grant reporting requirements.

Louisiana Green Fuels, LLC

Ken Roberts, the VP of Community Development at the Louisiana Green Fuels project, brings comprehensive experience in community benefit planning. A mechanical engineer with an MBA in finance/strategic planning, Mr. Roberts is adept at developing and implementing community benefit plans. His expertise steering projects towards successful completion by ensuring strict adherence to stated goals and objectives for the community's social benefits.

Global Gas Corporation

William Nance is the CEO of Global Gas Corporation, 15 years of experience in hydrogen operations and consultancy. From 2008 to 2021, he was a board member of privately held hydrogen manufacturing firm in Texas. Mr. Nance holds an A.B. degree in History from Princeton University and an M.B.A. from the Harvard Business School.

Shachi Shah is the COO and CFO of Global Gas Corporation. A financial service operator and leading researcher, Ms. Shah was the Co-Head of Client Service Research at Bridgewater Associates and a Managing Director, Global Head of Funds and Advisory at Barclays. Ms. Shah began her career as a lawyer and held both the NY State Bar and UK licenses to practice law.

To successfully implement a project of this duration and scope, it is essential to build the capacity needed for efficient execution. In addition to hiring port staff, the project team plans to augment our internal capabilities by engaging Engineering, Environmental, and Community Development Consultants. This strategy ensures that our team is well-rounded, equipped with the necessary expertise to effectively manage and execute tasks associated with the grant application.

###### 4.0 Environmental Justice and Disadvantaged Communities

The Port is located 129 Riverton Campground Road, Columbia, La 71418, in Census Tract 1, Caldwell Parish approximately five miles north of Columbia, Louisiana on La. Hwy 165, approximately twenty-five miles south of Interstate 1-20 in Monroe, Louisiana and 75 miles north of Interstate 1-49 in Alexandria, Louisiana. The Port is located on the Ouachita River.

Rail: The Union Pacific railroad boarders the eastern portion of the Port's property.

River: Barges navigate the Ouachita River, providing access north to Camden, Arkansas and

South to the World, utilizing the connection with the Black, Red, Atchafalaya, and Mississippi. Highway: La Hwy 165, a four-lane highway, which connects the Port with 1-20 in Monroe, La. (25miles), 1-49 in Alexandria, La (70 miles) and 1-10 in Lafayette, La (150 miles).

Latitude and Longitude: The Port is located in Columbia, La. at 32.187874 / -92.10124 Rural Area: The project is not located within a 2010 Census designated Urbanized Area. The

Port is designated as a rural community (9,571 population est. 2021).

Federal Designations: Census Tract 1, Caldwell Parish the Port is identified as a

Historically Disadvantage Community. The Port is Resilience Indicator: yes, Economy Indicator: yes, and Health indicator: yes. The median household income (2020) is $44,007, Per capita income (2020) $38,705; and persons in poverty is 21.4 %. Caldwell Parish total employment for 2019 was 1,669 with a current unemployment rate of 7.3% (2020 STATSAMERICA).

EPA designated non-attainment or maintenance area for air quality: The Port is not located in a nonattainment area. We are committed to managing the facility to avoid such designations.

Over the past two years we have been working with LGF with conducting community engagement meetings. The port has submitted capacity building grants with Thriving Community and others, but have yet to securing funding. Our Program recognizes the underserved communities' relationship with utility companies and the need for equitable and sustainable infrastructure investments. By prioritizing the needs of marginalized populations, the project aims to ensure the essential utilities , including access to clean power, are accessible and affordable for all communities, regardless of their location, income, or demographics. Communities such as ours that are underserved by utility companies often comprise low-income, minority, or marginalized populations, as utility companies prioritize investment in more affluent or densely populated areas where they can generate higher profits and returns on investment. Therefore, the electrification of the port through the Green Port CGP addresses the energy needs of the underserved power supply in Caldwell, without placing the burden on our community

Our Green Port CGP, leverages renewable energy and port electrification to redefine the Port's role within our communities. This initiative seeks funding to reset the Port's relationship with its stakeholders. Our vision rejects the traditional approach ('that the way we've always done it" associated with the impacts of Port operations and good movements on near-port communities. To achieve this transformation, we will hire an Environmental Justice/Community Development consultant. Consultants will empower residents by providing a platform for their voices and work with the Port's staff and other stakeholders to redefine the Port's goals and objectives. They will develop new operation plans adhering to the Environmental Justice Primer for Ports, including: Emission Reduction Plan; Workforce Development Plan; Community Development Plan; and Environmental Justice Plan.

The Consultants will:

* Assess the Port's community engagement approach;
* Expand engagement with stakeholders to strengthen relationships and empower residents;
* Developing a community plan for port development that highlights residents' priorities;  Incorporate diverse interests into a collaborative plan, identifying equitable opportunities;
* Create a Good Neighbor Roadmap, documenting the planning and execution of priorities;
* Act, Measure and Sustain Progress through implementing these processes;
* We will identify opportunities to collaborate on early-win projects, and build momentum through community engagement to formalize community partnerships through Community

Benefits Agreements which provide transparency, equality, and accountability of the program.

The Environmental Justice/ Community Development consultants will be responsible for:  Staff personnel to serve as the Community Engagement Director. $1 million budget for coordinating the environmental justice, community development and workforce training initiatives as outlined in the Green Port CGP.

* Develop Plans to strengthen the Port's commitment and establish the Program's foundation.  Utilize community development organizations, state agencies, economic development groups and universities enhance synergy.
* Establishment of Community Benefits Plans and Community Benefit Agreements, leveraging federal funds to ensure clean energy projects deliver tangible benefits to all stakeholders.

The DOE's IIJA has created funding opportunities and financing programs to support equitable clean energy development. The Green Port CGP leverages these funds to ensure that clean energy projects deliver tangible benefits to all stakeholders. Through robust monitoring and evaluation mechanisms, we can foster long-term community and labor engagement, workforce training and investment, and the advancement of diversity, equity, and justice priorities. By establishing Community Benefit Agreements, we deliver a cleaner, fairer and more inclusive energy transition.

Community Development and Environmental Justice engagements play a role in our strategy to offset carbon emissions, we will establish green spaces and buffer zones to neutralize existing carbon emissions, while enhancing community benefits. However, relying solely on green spaces for carbon offsetting is insufficient due to the scale of emissions. According to the PCAP, Louisiana's total carbon dioxide emissions are approximately 200 million tons annually. To put this in perspective, offsetting this would require 80 million acres of trees to offset, far exceeding Louisiana's 30 million acres. Therefore, a multifaceted approach integrating various carbon reduction initiatives is essential.

Our strategy will leverage diverse carbon reduction initiatives to create a sustainable system that includes community development and environmental justice efforts. By adopting an integrated approach, we aim to mitigate carbon emissions while promoting environmental stewardship and resilience within port communities. Community Development funds for green space include the following examples:

* $400,000: Develop 100 acres focused on carbon sequestration and wetland mitigation. This project will capture and store carbon emissions, contribute to environmental sustainability, and function as a wetland mitigation bank, enhancing critical habitats.
* $400,000: Develop 100 acres for carbon sequestration and plant European hedge along the 10,000 ft perimeter of the Port. This project will serve as a sustainable supply of hedge for other port buffer zones and green spaces.
* $300,000: Support the Ouachita River Bank Stabilization by the Tensas Levee Board to minimizing erosion and reducing emissions.
* $400,000: Collaboration with local government and community organizations, such as the Town of Columbia, for green space development on restricted-use land.
* $500,000: Develop a community development plan and allocate staff for implement.

Outputs and Outcomes

* Land Acquisition for Carbon Sequestration: Convert 300 acres to support carbon sequestration approximately 750 tons of carbon annually.
* Community Enhancement: Develop buffer zones, green spaces and recreational areas in nearport Communities, improving well-being and public health.
* Noise Reduction and Aesthetics: Enhancing the aesthetics and reduce noise pollution.
* Wetland Mitigation Bank: Offset environmental impacts through wetland conservation.  River Bank Stabilization: Support projects to stabilize 1,000 miles of the Ouachita River Bank, protecting the levee system and its ecosystems.
* Community Collaboration: Partner with stakeholders to promote green space development and address decarbonization efforts.

##### 5.0 Project Sustainability

The Green Port CGP significantly reduce emissions and promote sustainability through several key initiatives including renewable energy generation (solar farm), clean energy infrastructure (EV charging stations and shore power), and the development of a hydrogen distribution facility. Our goal is to achieve a carbon-neutral port by 2050 by removing non-financial barriers from tenants to participate in decarbonization efforts.

We will begin by establishing a new baseline for port mobile source emissions, targeting GHGs. This baseline, completed within the first 12 months, will be publicly available and will serve as a benchmark for measuring progress. Steps to develop the baseline include data collection, analysis using advance emission modeling software, and publication of the inventory on our website. To ensure continuous progress, we will conduct annual monitoring of emission during and beyond the project implementation phase, including regular data collection, annual reports, and community engagement through public meetings.

Inspired by OSHA's safety practices, we will integrate decarbonization into the daily operations and mindset of all employees and tenants. This will include installing a prominently displayed carbon emission board at the port entrance, conducting regular training sessions on best practices for reducing emissions, and requiring new tenants to develop and submit an emission reduction plan as part of their lease agreement.

Emissions Reduction Plan: We are committed to developing a site-specific plan to reduce mobile source emissions with specific targets for GHGs. This plan will be publicly available and will optimize logistics and operations to minimize emissions. The plan outlines actionable steps and milestones. Emission Targets:

* 2030 Target: reducing GHG emissions by 50-52% below 2005 levels.
* 2050 Target: Achieve net-zero GHG emissions by 2050, upon completion of the Green Port CGP .
* Decarbonizing Power Generation: Transition to 100% carbon pollution-free electricity. The 25 MW solar farm with energy storage will meet 100% of current port and tenants' needs. As the port develops its green power corridor, reinvesting revenues in clean energy will ensure sustainable growth.
* Implementation of Clean Technologies: The availability of clean energy generated by our Solar farm with storage, distribution and charging systems, coupled with the availability of a green hydrogen distribution system ensures a smooth transition for deploying ZE equipment.  Supporting Louisiana Green Fuels: Promote sustainable aviation fuel and carbon sequestration projects to represent the port's leadership in industry transformation.
* Investments in Greenspace: Protect and expand forests and natural carbon sinks around nearport communities to absorb C02.

Monitoring and Verification: If it is not documented and verified it didn't happen. To ensure continuous monitoring and verification of our emissions reduction efforts, we will conduct regular audits to ensure compliance, engage third-party experts to verify emissions data, and ensure transparency by publishing regular updates and reports on our progress. By integrating these initiatives into our port operations, we aim to establish emissions reduction planning as a standard practice, setting a precedent for other ports to follow. This comprehensive approach aligns with the program's goals and evaluation criteria, emphasizing transparency, community engagement, and continuous improvement.

##### 6.0 Job Quality and Equitable Workforce Development

The Port of Columbia will procure Workforce Training, using the example of Louisiana Cat to develop a Clean Port Curriculum for the workforce development component of our grant application. Louisiana Cat is an established leader in workforce development related to maintenance and operation of Caterpillar equipment and is a necessary training provider to support the Port's goals of training Port Employees, supporting high quality jobs through a certification program, working with our community stakeholders to include near port residents, disadvantage and low-income communities, and Tribal communities. The Port will utilize our community development and environmental justice team to assist with identification and promotion of the workforce development opportunities. The budgeted $ 3.5 million will provide administration program, training for 80 employees, web-based training for 4000 residents and advanced training for 200 residents, total workforce development training for 4280 individuals. Our agreement with tribal communities across Louisiana, 25% of workforce training will be designated for tribal members. Continued Example:

###### Louisiana Cat 2024 Heavy Equipment Operator Training Catalog

Machine operator training is broken down into a familiarization module that is model specific and three operator progression levels. These progression courses begin with teaching basic operating techniques for entry level operators and later work on sharpening the skills of the more advanced machine operators. Benefits of machine operator training include: Increased operator efficiency; completing jobs before deadline; Increased operator awareness of equipment maintenance; Decreased operator accidents; Reduced downtime, operating and maintenance costs; and better company safety ratings that lower insurance costs. In person classes include:

|  |  |
| --- | --- |
| Basic Machine Safety and Familiarization | $650 plus expenses |
| Level I Competent Operator Training | $1,800 /operator for electric Excavator & Wheel loader |
| Level Il Professional Operator Training | $ 1,875 /operator for electric Excavator & Wheel Loader |
| Virtual Machine Simulator Training | $1,100 /day/ simulator type plus delivery of simulator |
| cat Electric Power (CEP) Il | $2,800 |
| Cat Electric Power (CEP) Ill | $2,800 |
| ECSIOO Genset Controls - Single Unit | $2,100 |
| ECS200 Genset Controls Parallel Operation | $3,000 |
| Cat Switchgear Level 1 Training | $3,200 |
| Cat Switchgear Level Il Training | $2,800 |
| ESS service training | $3,000 |

Selected Web Based Training (WBT) courses available for an annual subscription cost of $350 per student

|  |  |
| --- | --- |
| FETOI Basic Electricity | Cat Electric Power I Course 1 Intro and DC Theory |
| FET02 Machine safety | Cat Electric Power I Course 2 Circuits |
| FET03 Electric Power System safety | Cat Electric Power I Course 3 Alternating Current |
| FET04 Introduction to electrification Technology | Cat Electric Power I Course 4 Power |
| FET05 Electric Drive Machine Fundamentals | Cat Electric Power I Course 5 Generators |
| FELIO Intro to Electronic Control Systems | Cat Electric Power I Course 6 Electric Power Production |
| Machine Electric Drive Level 1 Assessment | Cat Electric Power I Course 7 Calcs. For EPF |
| Basic Electricity for Electric Power | Cat Electric Power I Course 1 Intro and DC Theory |

The Port anticipates providing Web Based Training courses for 1000 individuals per year @ $350 per year for 4 years total of $1,400,000. Based on Web Based Training certifications each year 50 individuals will receive advanced training @ $3,750 per year = $750,000. Total budget for workforce development is $3.5 million, which will be $550,000 for administration of the Workforce Development program, port anticipates electrical equipment and infrastructure training for Port Employee to be $10,000 per year for four years for $800,000 for 20 employees, $1,400,000 for 4000 community residents for Web Based Training, and $750,000 for 200 community residents for advanced job skill training.

##### 7.0 Project Resilience to Climate Impacts

Throughout America's history, ports have been key drivers of economic growth, trade facilitation, and global competitiveness, evolving alongside technological advancements to meet changing societal needs. Modern ports now transcend traditional functions, integrating sophisticated logistics, infrastructure, and economic development to efficiently facilitate global goods movement. As we transition towards a decarbonized, clean energy future, ports become even more critical, requiring the integration of innovative technologies, sustainable practices, and clean energy solutions. This proactive transformation signifies a commitment to sustainable practices, and clean energy solutions. The Green Port CGP, actively embrace the next generational shift. It signifies a commitment to sustainability, innovation, and a leadership rote in shaping our Nations independence from fossil fuels. The collaboration between the Columbia Port Commission and its partners, addresses energy system deficiencies in Caldwell Parish, transitioning the Port into a Sustainable Energy Secure Hub.

Accessible Carbon-Free Reliable Energy: Establishes a Solar farm, installs an Energy Storage system, and develops a microgrid for grid resilience and efficiency,

Greenhouse Gas Reductions. Reduced reliance on diesel backup power during unplanned outages with on-site carbon-free DER systems.

Grid Reliability Enhancements. Increased transfer capacity, enhance grid reliability, and demand load flexibility for clean energy generation.

Accessible Modernized Energy. Leveraging non-federal funds and private investments strengthens financial sustainability, alleviate energy burdens, and provide access carbon-free generation for disadvantaged communities.

Replicable Model. Lead ports in transitioning to sustainable energy generation, protecting critical infrastructure and communities from extreme weather and energy risks.

The project plays a vital role in bolstering resilience by fortifying the electrical grid against disruptive events and aligning with broader energy strategies/plans:

Resilient Critical Infrastructure: By investing in the electrification (solar farm w/ESS) and microgrid system gains increased resiliency against power outages and disruptions. These systems ensure critical operations can continue even during adverse conditions. The project aligns with regional resilience objectives by incorporating insights from Metropolitan Planning Organization, state plans, and the National Transmission Needs Study.

Energy Independence: Acknowledging the inevitability of natural disaster outages, the project focuses on building resilience in response strategies. The investment in on-site energy generation benefits from a diversified energy mix that is more prepared to withstand and more flexible to respond to unexpected events. This approach promotes a comprehensive and adaptive disaster response framework.

Harden Critical services for Emergency Response: within the community, such as our North Central Louisiana's Regional Emergency Staging Area (which is located at the Port), courthouse, and hospitals, are identified for hardening to ensure uninterrupted emergency services during disruptive events through the use of the mobile ESS trailers.

National Security: Port electrification can benefit national security by strengthening the nation's critical infrastructure. Additionally, port microgrids could be designed to operate isolated from the utility grid for enhanced security measures.

Green Power Corridor: The incorporation of a clean energy solar farm and Port's decarbonization. Developing the Green Power Corridor becomes a significant regional asset, promoting sustainable practices and attracting industries seeking clean energy with the added advantage of minimizing their carbon footprint.

##### 8.0 Budget

The Green Port CGP is a four-year program with anticipated start date of July 1, 2025 and being completed by July 1, 2029. An expanded Budget Narrative has been provided in the Attachments, which outlines the 10% mandatory cost share, target apportionments, leveraged funds and budget detail.

|  |  |  |  |
| --- | --- | --- | --- |
| Line Item & Itemized Cost | Total | EPA Funding | Non-Federal Cost Share |
| Administration |  |  | $600,000 |
| Personnel | $4,183,432 |  | $418,343 |
| Fringe Benefits |  | $1,129,527 | $125,503 |
| Travel Expenses | $ 255,800 | $230,220 | $25,580 |
| Office Equipment | $ 59,000 | $53,100 | $5,900 |
| Office Supplies | $ 66,500 | $59,850 | $6,650 |
| Indirect (3%) | $ 180,000 | $162,000 | $18,000 |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Rounding Adjustment | | 238 | | $214 | | | $24 |
| Total Administration | |  | |  | | | $600,000 |
| Workforce Development  Training Initiative | | $3.5 million | |  | | |  |
| Administration of Training | | $550,000 Budgeted | |  | | |  |
| Personnel & Fringe Benefits | | $317,850 | | $286,065 | | | $31,785 |
| Travel Expenses | | $99,360 | | $89,424 | | | $9,936 |
| Training Materials | | $132,790 | | $119,511 | | | $13,279 |
| Contract Training Services | |  | | $2,655,000 | | | $295,000 |
| Total Workforce Training | | $3,500,000 | |  | | | $350,000 |
| Community Development & Environmental Justice | |  | |  | | |  |
| Administration | | $500,000 Budgeted | |  | | |  |
| Personnel & Fringe Benefits | | $286,000 | | $257,400 | | | $28,600 |
| Travel Expenses | | $43,680 | | $39,312 | | | $4,368 |
| Legal | | $40,000 | | $36,000 | | | $4,000 |
| Community Dev& EJ Plans | | $50,000 | | $45,000 | | | $5,000 |
| Workforce Plan | | $35,000 | | $31,500 | | | $3,500 |
| Clean Port Plan | | $45,000 | | $40,500 | | | $4,500 |
| Greenspace IOOAcres w/ mitigation area | | $400,000 | | $360,000 | | | $40,000 |
| Greenspace 100 acres w/ buffer zone and Hedge | | $400,000 | | $360,000 | | | $40,000 |
| Ouachita River Bank Stabilization | | $300,000 | | $270,000 | | | $30,000 |
| Community Green Space | | $400,000 | | $360,000 | | | $40,000 |
| Rounding Adjustments | | $320 | | $288 | | | $32 |
| Total Community  Development & EJ | | $2,000,000 | |  | | | $200,000 |
|  | |  | |  | | |  |
| Equipment | |  | | $5,196,150 | | | $577,350 |
| Infrastructure | | $56,185,500 | | $50,566,950 | | | $5,618,550 |
| Project Totals | |  | | $66,113,100 | | | $7,345,900 |
| Components | | Total | | % of Total | Carbon Reduced/year | | |
| Administration | |  | | 8.17 |  | | |
| Workforce Training | |  | | 4.76 |  | | |
| Environmental Justice and  Community Development | |  | | 2.72 | 750 tons/year | | |
| Solar Farm | |  | | 54.45 | 50,000 tons/year | | |
| Energy Storage Systems | |  | | 8.98 |  | | |
| Shore Power | |  | | 1.36 | 100 tons/year | | |
| Hydrogen Distribution | |  | | 5.94 |  | | |
| Hydrogen FC Generator | |  | | 4.06 |  | | |
| EV Charging Stations | | $ 500,000 | | 0.68 | 40 tons/year | | |
| Electric Equipment & Hydrogen FC truck | | $5,773,500 | | 7.86 | 102 tons/year | | |
| Charges & Infra for Equip. | | $742,500 | | 1.01 |  | | |
| Total Funding | |  | | 100% | 55,342 tons/year, 20-year project cost/ton $67/ton | | |

|  |  |  |  |
| --- | --- | --- | --- |
| Columbia Port Commission |  | PAGE 1 | |
| P.O. Box 367  Columbia, LA 71418  Attn: Mr. Greg Richardson |  | BILLING DATE: 06118/24  CLIENT SUMMARY | |
| Account Previous Balance | Charges | Payments | Current Balance |
| 5814E 0.00  PERIMETER FENCE AND PERMITTING | 1,412.50 | 0.00 | 1,412.50 |
| 5814N 0.00  NEPA Environmental - Port | 3,412.50 | 0.00 | 3,412.50 |
| 5814MP 0.00  PER, Master Plan, Misc. Items for Port | 14,407.50 | 0.00 | 14,407.50 |

Totals: 0.00 19,232.50 0.00 19,232.50

|  |  |  |
| --- | --- | --- |
| Columbia Port Commission | PAGE 2 |  |
| P.O. Box 367 | BILLING DATE: | 06/18/24 |
| Columbia, LA 71418 | ACC'T NO.: | BHENG-5814E |

Attn: Mr. Greg Richardson

###### PERIMETER FENCE AND PERMITTING

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| DATE | PROFESSIONAL SERVICES RENDERED | INDIV | TIME | AMOUNT |
| 02/15/24 | REVIEW WITH GREG/ PERMITTING | PE | 2.00 | 380.00 |
| 02/15/24 | RESERCH PERMIT DATA FOR LEVEE FOR  KEITH/GREG | ADMM | 0.50 | 47.50 |
| 02/16/24 | LEVEE PERMIT WITH WINN | PE | 1.00 | 190.00 |
| 02/16/24 | RESEARCH DATA FOR CONST. DOCS /  DISCUSSE PERMITTING AND BIDDING /  PRINTED FEMA GRANT MANUAL | ADMM | 2.00 | 190.00 |
| 02/19/24 | LEVEE PERMIT FOR FENCE | PE | 1.00 | 190.00 |
| 02/20/24 | PERMIT DRAWINGS | CADTE | 2.50 | 225.00 |
| 03/25/24 | LEVEE PERMIT | PE | 1.00 | 190.00 |
|  | |  | 10.00 | 1,412.50 |

Total of New Services:

ACCOUNT SUMMARY

|  |  |
| --- | --- |
| PREVIOUS BALANCE: | $0.00 |
| NEW SERVICES: | $1,412.50 |
| NEW EXPENSES: | $0.00 |
| NEW PAYMENTS: | $0.00 |
| TOT. CURRENT PERIOD. | $1,412.50 |
| CURRENT BALANCE: | $1,412.50 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Columbia Port Commission | |  | PAGE 3 |  |
| P.O. Box 367 | |  | BILLING DATE: | 06/18/24 |
| Columbia, LA 71418 | |  | ACCT NO.: | BHENG-5814N |
| Attn:  RE: | Mr. Greg Richardson  NEPA Environmental - Port |
| DATE | PROFESSIONAL SERVICES RENDERED | INDIv | TIME | AMOUNT |
| 08/20/23 | NEPA REVIEW | PMCJ | 2.00 | 300.00 |
| 09/18/23 | REVIEW NEPA•, COMMENTS AND  DISCUSSIONS WITH GREG | PMCJ | 3.00 | 450.00 |
| 10/18/23 | RESEARCH FOR EHP | PMCJ | 1.75 | 262.50 |
| 11/06/23 | MET WITH GREG; EMAILS TO EAGLE AND  GULF SOUTH ON ENV. DRAFT INFO. | PMCJ | 2.50 | 375.00 |
| 11/08/23 | NEPA RESEARCH FOR NEW REGS | PMCJ | 1.00 | 150.00 |
| 12/15/23 | RESEARCH/TELECONS ON SHPO REPORT FOR  EMERGENCY PARKING AREA | PMCJ | 1.50 | 225.00 |
| 12/18/23 | PHONE WITH GEG AND RESEARCH FOR LETTER ADDRESSING SHPO FINDINGS | PMCJ | 2.00 | 300.00 |
| 12/19/23 | DRAFT LETTER OF SHPO RESULTS WITH  ATTACHMENTS FOR GREG AND EMAIL | PMCJ | 2.00 | 300.00 |
| 12/21/23 | ASSIST GREG | PMCJ | 1.00 | 150.00 |
| 03/04/24 | EA FOR PORT | PMC.J | 1.00 | 150.00 |
| 06/13/24 | FILE REVIEW AND RESEARCH FOR EA FOR  CURRENT ADN FUTURE PROPERTIES; MET  WITH GREG ON EA'S; DEVELOPED PLAN;  TELECONS | PMCJ | 4.00 | 600.00 |
| 06/14/24 | RESEARCH AND DISCUSSIONS ON ENS | PMCJ | 1.00 | 150.00 |
| Total of New Services: | |  | 22.75 | 3,412.50 |



|  |  |  |
| --- | --- | --- |
|  | PAGE 4 |  |
| P.O. Box 367 | BILLING DATE: | 06/18/24 |
| Columbia, LA 71418 | ACCT NO.: | BHENG-5814N |

Columbia Port Commission

|  |  |
| --- | --- |
| ACCOUNT SUMMARY | |
|
| PREVIOUS BALANCE: | | $0.00 |
| NEW SERVICES: | | $3,412.50 |
| NEW EXPENSES: | | $0.00 |
| NEW PAYMENTS: | | $0.00 |
| TOT. CURRENT PERIOD: | | $3,412.50 |
| CURRENT BALANCE: | | $3,412.50 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Columbia Port Commission | |  | PAGE 5 |  |
| P.O. Box 367 | |  | BILLING DATE: | 06/18/24 |
| Columbia, LA 71418 | |  | ACCT NO.: | BHENG-5814MP |
| Attn: | Mr. Greg Richardson  PER, Master Plan, Misc. Items for Port |
| DATE | PROFESSIONAL SERVICES RENDERED | IIND1v | TIME | AMOUNT |
| 08/25/23 | MASTER PLAN AREA | CADTE | 4.00 | 360.00 |
| 09/06/23 | DRAFTING | CADTE | 7.00 | 630.00 |
| 09/08/23 | DRAFTING | CADTE | 5.00 | 450.00 |
| 09/15/23 | EXHIBITS | CMWN | 1.00 | 105.00 |
| 09/15/23 | EXHIBITS | CADDR | 2.75 | 247.50 |
| 09/18/23 | MP WITH GREG | PE | 0.75 | 142.50 |
| 09/18/23 | EXHIBITS | CADTE | 4.50 | 405.00 |
| 09/26/23 | MEETING WITH TEAM ON GRANTS/GENERAL  OVERVIEW | PE | 3.00 | 570.00 |
| 09/28/23 | EXHIBITS | PE | 4.00 | 760.00 |
| 09/29/23 | WORKING ON PER; HEAD SHEETS AND  EXHIBITS | ADMM | 2.00 | 190.00 |
| 09/29/23 | PER SUBMITTAL | PE | 3.00 | 570.00 |
| 09/29/23 | EXHIBITS | CADTE | 4.75 | 427.50 |
| 11/06/23 | VISIT WITH GREG | PE | 0.50 | 95.00 |
| 11/16/23 | REVISED PARING DRAWINGS | PE | 1.50 | 285.00 |
| 11/22/23 | DRAWINGS FOR GREG | PE | 1.50 | 285.00 |
| 11/27/23 | EXHIBIT | PE | 0.50 | 95.00 |
| 12/07/23 | DRAFTING | CADTE | 6.00 | 540.00 |
| 12/20/23 | PER SUMMARY | CMWN | 2.00 | 210.00 |
| 12/20/23 | RESEARCH FOR GREG | PMCJ | 1.00 | 150.00 |
| 12/21/23 | EXHIBITS | PE | 0.50 | 95.00 |
| 12/21/23 | PER SUMMARY | CMWN | 1.50 | 157.50 |
| 12/22/23 | INFO FOR GREG | PE | 1.00 | 190.00 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Columbia Port Commission | |  | PAGE 6 | |  |
| P.O. Box 367 | |  | BILLING DATE: | | 06/18/24 |
| Columbia, LA 71418 | |  | ACCT NO.: | | BHENG-5814MP |
| 12/28/23 | DOCS FOR GREG | CMWN | 1.00 | | 105.00 |
| 01/03/24 | MASTER PLAN DOCS | CMWN | 1.00 | | 105.00 |
| 01/12/24 | ELECTRICAL AND BUDGET CHECK | PE | 1.00 | | 190,00 |
| 01/12/24 | RESEARCH ELECTRICAL DATA FOR  KEITH/UPDATED SPREADSHEET FOR  ELECTRICAL COST | ADMM | 1.00 | | 95.00 |
| 01/31/24 | EXHIBITS FOR MASTER PLAN | PE | 1.00 | | 190.00 |
| 02/02/24 | GREG ON SCHEDULES / ETC. |  | 1.00 | | 80.00 |
| 02/05/24 | GREG ON SCHEDULE AND MASTE RPLAN | PE | 0.50 | | 95.00 |
| 02/06/24 | SCHEDULE/MP IMPLEMENTATION | PE | 2.00 | | 380.00 |
| 02/07/24 | EXHIBITS / SCHEDULES | PE | 2.00 | | 380.00 |
| 02/07/24 | MP IMPLEMENTATION POWER POINT | INWN | 3.00 | | 240.00 |
| 02/08/24 | MP IMPLEMENTATION POWER PONT |  | 2.00 | | 160.00 |
| 02/09/24 | TEAM MEETING ON MP IMPLEMENTATION | PE | 2.00 | | 380.00 |
| 02/09/24 | MP IMPLEMENTATION POWER POINT |  | 1.50 | | 120.00 |
| 03/11/24 | GREG ON SCHEDULE OF MP | PE | 0.50 | | 95.00 |
| 03/12/24 | SCHEDULE FOR MP IMPLEMENTATION | PE | 1.00 | | 190.00 |
| 03/15/24 | REVIEW WITH GREG | PE | 0.50 | | 95.00 |
| 03/21/24 | TEAM MEETING | PE | 1.50 | | 285.00 |
| 04/03/24 | TEAMS MEETING ON PERMITTING | PE | 3.50 | | 665.00 |
| 04/03/24 | GATHER DOCS FOR MEETING | ADMM | 0.50 | | 47.50 |
| 04/04/24 | RECAP OF MEETING | PE | 0.50 | | 95.00 |
| 04/08/24 | MP IMPLEMENTATION | PE | 3.00 | | 570.00 |
| 04/09/24 | VISIT WITH GREG ON MP IMPLEMENTATION | PE | 4.50 | | 855.00 |
| 04/15/24 | MP WRITE UP | PE | 1.50 | | 285.00 |
| 04/19/24 | MP DOCS | PE | 1.25 | | 237.50 |
| 05/06/24 | MP IMPLEMENTATION WITH GREG/SECURITY  GRANT | PE | 0.50 | | 95.00 |
| 05/09/24 | TELECON MATH GREG / HEATH ON MEETING | PE | 1.00 | | 190.00 |
| (3 | |  |  |  | |
| Columbia Port Commission | |  | PAGE 7 |  | |
| P.O. Box 367 | |  | BILLING DATE: | 06/18/24 | |
| Columbia, LA 71418 | |  | ACCT NO.: | BHENG-5814MP | |
| 05/10/24 MP DOCS WITH GREG | | CMWN | 1.00 | 105.00 | |
| 05/31/24 MEETNG WITH GREG | | PE | 2.00 | 380.00 | |
| 06/06/24 TEAM MEETING | | PE | 2.00 | 380.00 | |
| 06/10/24 TELECON WITH GREG | | ADMM | 0.50 | 47.50 | |
| 06/12/24 REVIEW AND DISCUSS WITH KEITH | | ADMM | 0.50 |  | |
| 06/14/24 SCHEDULE | | CMWN | 2.50 | 262.50 | |
| Total of New Services: | |  | 105.00 | 14,407.50 | |

ACCOUNT SUMMARY

|  |  |
| --- | --- |
| PREVIOUS BALANCE: | $0.00 |
| NEW SERVICES: | $14,407.50 |
| NEW EXPENSES: | $0.00 |
| NEW PAYNfENTS: | $0.00 |
| TOT. CURRENT PERIOD: | $14,407.50 |
| CURRENT BALANCE: | $14,407.50 |