

PROCEEDINGS OF THE REGULAR MEETING OF THE GREATER NEW ORLEANS EXPRESSWAY COMMISSION, THURSDAY, JANUARY 14, 2015, 10:00 A.M., GNOEC CONFERENCE ROOM, VOLUNTEERS OF AMERICA BUILDING, 3939 NORTH CAUSEWAY BOULEVARD, SUITE 400, METAIRIE, LA

PRESENT: Stephen G. Romig, Chairman; Michael R. Lorino, Jr., Vice Chairman; Anthony V. Ligi, Jr., Treasurer; Tommy S. Cvitanovich, Assistant Secretary Treasurer; Shelby P. LaSalle, Member

OTHERS: Carlton Dufrechou; Debbie Lopreore; Georgie Bagnetto; Melissa M. Phillpott; Eileen Barthe; Chief Nick Congemi; Perry Daigrepoint; Red Thompson; Robert Graham; Officer Chris Galloway; Officer Scott Huff; Cary Bourgeois & Gavin Gillen, GEC, Inc; Craig Watson, Blue Williams; Jim Lynch & Kathy Gambino, Arthur J. Gallagher Risk Management Svc.; Steve Bowes, Sisung Securities; Rene Chopin, Burk-Kleinpeter; Robert Rhoden, Times Picayune; Chris LaBorde, Regional Planning Commission; Byron Poydras, Bank of New York

The Chairman called the meeting to order.

On the motion by Ligi, seconded by Lorino, the minutes of the regular meeting held on December 4, 2014 were accepted as written. Mr. Romig, Capt. Lorino, Mr. Ligi, Mr. Cvitanovich and Mr. LaSalle voted in favor of the motion.

Mr. Romig addressed the audience to see if anyone had any comments or questions for the commission. There were no comments or questions.

Chief Congemi stated on December 31, 2014 at 1957 hours, Officer Scott Huff on routine patrol of the Causeway Bridge was dispatched to crossover 7 in response to a medical emergency. He stated that upon his arrival, Officer Huff encountered a female, who was situated in her vehicle. Chief said Officer Huff quickly determined the female was unresponsive and immediately suspected she was in cardiac arrest. He reported

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that Officer Huff extracted the female and applied a portable automatic external defibrillator (A.E.D.). Chief stated the defibrillator took the readings and recommended cardio-pulmonary resuscitation (C.P.R.), which Officer Huff immediately began to administer. He reported that Officer Huff was then advised by the A.E.D. to apply a shock to the heart, which Officer Huff immediately began to administer. Chief stated after three cycles of chest compressions and shocks, the female began to breathe on her own and Officer Huff began to detect a faint pulse. He reported that the female again lost consciousness and Officer Huff repeated the chest compressions. Chief said near that time, Corporal Matthew Haley and Officer Chris Galloway arrived on the scene. He reported that Officer Galloway relieved Officer Huff and continued to apply chest compressions. Chief said that after another series of shocks and C.P.R. the female began to breathe on her own. He stated the female opened her eyes and tried to speak. He reported that a short time later East Jefferson General Hospital Ambulance arrived on the scene and took custody of the commuter. Chief advised the female was transported to the hospital and was stabilized. He stated that without Officer Huff's quick thinking and decisive action, the female would not have survived, therefore, on behalf of the Causeway Police Department and the Greater New Orleans Expressway Commission; we commend Officer Scott Huff and Officer Chris Galloway for their heroic actions which are indicative of their outstanding abilities as police officers and examples of the Causeway Police department. He stated that in light of their actions we hereby recommend and present them with Class C lifesaving awards.

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Mr. Romig then asked about the Causeway Charitable foundation. Mr. Gavin Gillen stated that there is no report this month and the next scheduled meeting is on February 2, 2015.

Mr. Romig then stated we had representatives to speak to the Commission regarding the sponsorships for safety and transportation. Mr. Dufrechou then introduced Mr. Chris Laborde of the Regional Planning Commission (RPC). He stated that Mr. Laborde has been a great ally for the GNOEC for many years helping us distribute traffic alerts through message boards throughout the area whenever there are any major incidents on the bridge. Mr. Laborde thanked the Commission for the opportunity to speak. He stated it has been a pleasure to work with the Causeway staff in the past. Mr. Laborde gave a little background information about himself including that he was a part of the Chamber of Commerce for thirty plus years in Louisiana and Georgia. He stated this is his second tour with the RPC since 2009. He reported that his team's focus is on emergency preparedness and safety in transportation and other critical infrastructure, while supporting emergency management in Southeast Louisiana and parts of Mississippi. Mr. Laborde stated the emphasis is on partnerships, alliances and coalitions. He expressed his appreciation to the Causeway as a key supporter in allowing the use of the bridge in emergency situations. Mr. Laborde also stated that the new 10th mile marker signs are a tremendous safety asset. He said the Causeway is a very safe transportation artery. He remarked about the speed in which the Causeway team reacts to get traffic flowing again is amazing. Mr. Laborde spoke about sponsorship opportunities dealing with safety for the Causeway Bridge. He reported that the Louisiana Department of Transportation and Development (LA DOTD), as well as

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other states use other motorist assistance programs that are sponsored. He did some research on this program and found that Louisiana is very satisfied with the service. Mr. Laborde stated the return is approximately \$250,000 per year with a renewable 3 year contract. He reported that Mr. Glascock, LA DOTD program director, stated this program implements various public safety messages, brochures, etc. and actively seeks feedback from customers to enhance the value of the MAP program. Mr. Laborde said LA DOTD is grateful for this program because it has improved public safety and enhanced public awareness. He stated this is not a new program. He reported other states that currently use this are: Georgia, Florida, Kansas, Ohio, Indiana, Pennsylvania, New York, Massachusetts and New Jersey. Mr. Laborde stated they all use programs where there are sponsorships for their MAP. He reported that the advertising is done in a very tasteful way and the advertisements are unobtrusive. Mr. Laborde stated the money is unencumbered. He stated there is no connection between operations and advertisements. Mr. Laborde also reported that the Causeway can set the policy on what type of advertisements and messages. He showed the commission some examples that have been done throughout the country. Mr. Laborde encourages the Commission to look at this as a possibility. He offered his services to help identify potential sponsors. Mr. Laborde thinks this opportunity is good for the Causeway. He thanked the Commission for their time. Mr. Romig asked if the sponsorship money is separate from the cost of advertising on the vehicles. Mr. Laborde stated that whoever was sponsoring would pay to cover the decals on the vehicles. Mr. LaSalle asked how much funds have been acquired in the past because of this program. Mr. Laborde stated that millions of dollars over the years have been obtained through this program.

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He also stated it is up to the individual agency as to how they would like to allocate the funds. Mr. Laborde reported that DOTD expanded operations in the east by the high rise and was able to improve their response time. He stated DOTD received \$250,000 a year for the state including Bossier City, Baton Rouge and New Orleans east. Capt. Lorino asked if we would be separate from the state. Mr. Laborde stated we would be separate sponsors. Mr. Romig asked if Mr. Laborde could leave his contact information and the Commission would look into the program. Mr. Dufrechou thanked Mr. Laborde for his presentation.

On the Drawbridge operations, Mr. Dufrechou reported there were 10 vessel openings, 1 proximity switch incident and 5 test openings in the month of December.

Mr. Dufrechou stated there was fog on Tuesday starting at 12:01 am and continuing to 2:30 pm.

Mr. Dufrechou reported that Police and MAP responded to 169 breakdowns on the Causeway Bridge and 12 breakdowns on the Huey P. Long for a total of 181 in the month of December. He reported 13 accidents on the Causeway Bridge and 7 on the Huey P. Long.

Mr. Dufrechou showed a video of an incident that happened on January 5, 2015. He stated there was a significant two vehicle accident that required extraction of the female driver. He stated that the Southbound Bridge was closed from 1:15 PM to 2:10 PM. He stated the lady is okay.

Mr. Dufrechou also showed two videos from Texas A & M rail testing. He stated the first video is the single rail option. He stated it performed successfully and he was very

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pleased with the results. Mr. Dufrechou showed the second video with the double rail option. He stated this was six inches higher. He stated the primary difference was the rear end of the largest vehicle does not ride on the rail. Mr. Dufrechou said it was extremely impressive. Mr. Cvitanovich asked the speed the vehicles were traveling. Mr. Dufrechou answered that it was 62 MPH. Capt. Lorino stated in the video it looked like the truck went off to the left and asked if that means it failed. Mr. Dufrechou answered that no, as long as it goes back onto the bridge then it passed. He stated that both tests passed with the large truck. Mr. Dufrechou also showed a still of the vehicle that showed a side by side of both the single rail and double rail options. He stated that from the still images you can see the double rail option contains and redirects the vehicle a little better. Mr. Cvitanovich asked if there was a load in the test truck. Mr. Dufrechou stated that both test vehicles were empty. Mr. Bourgeois stated a loaded vehicle would react differently but it depends where in the vehicle that load is placed. Mr. Dufrechou said they were satisfied with both tests but the challenge on the double rail was the front end of the sedan snagged on the connection bracket. He stated because of that, they are looking into an option to modify the L shaped bracket to a flat plate connection. He stated one more test is needed to test with the modified bracket.

On Replacing the GNOEC Toll Collection System, Mr. Dufrechou presented Plan Change No. 7. **On motion by LaSalle, seconded by Lorino, Plan Change No. 7 provides for a credit to the GNOEC in the amount of \$17,650.00 and no calendar days for the deletion of treadle installation and Report 220. Based upon the recommendation of the Staff and its Consulting Engineers, the GNOEC accepts Plan Change No. 7. The General Manager is hereby authorized to complete the**

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execution of the Plan Change 7 with the Revenue Markets, Inc. (TRMI Systems Integration). Mr. Romig, Capt. Lorino, Mr. Ligi, Mr. Cvitanovich, and Mr. LaSalle voted in favor of the motion. Also on the Replacing the GNOEC Toll Collection System, Mr. Dufrechou presented Plan Change No. 8. On motion by Ligi, seconded by Cvitanovich, Plan Change No 8 provides additional project management, engineering design and software development and changes in schedule of work in the amount of \$51,119.96 and no calendar days. Based upon the recommendation of the Staff and its Consulting Engineers, the GNOEC accepts Plan Change No. 8. The General Manager is hereby authorized to complete the execution of the Plan Change 8 with the Revenue Markets, Inc. (TRMI Systems Integration). Mr. Romig, Capt. Lorino, Mr. Ligi, Mr. Cvitanovich, and Mr. LaSalle voted in favor of the motion. Another resolution on the Replacing the GNOEC Toll Collection System, Mr. Dufrechou presented Plan Change No. 9. On motion by Romig, seconded by Ligi, Plan Change No 9 establishes the acceptance date and warranty period of the project in the amount of \$0.00 and 179 calendar days. Based upon the recommendation of the Staff and its Consulting Engineers, the GNOEC accepts Plan Change No. 9. The General Manager is hereby authorized to complete the execution of the Plan Change 9 with the Revenue Markets, Inc. (TRMI Systems Integration). Mr. Romig, Capt. Lorino, Mr. Ligi, Mr. Cvitanovich, and Mr. LaSalle voted in favor of the motion. The last resolution on the Replacing the GNOEC Toll Collection System, Mr. Dufrechou presented the Software Maintenance Support Agreement. On motion by Lorino, seconded by Ligi, this agreement between the GNOEC and The Revenue Markets, Inc. (Contractor) entered into a

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contract to replace the GNOEC Toll Collection System, Project No. 819, dated August 3, 2012 (the “Contractor”); Whereas, Contractor under the terms of the Contract installed the TRMI Guardian Toll Collection System Software (“Program”); Whereas, the GNOEC requires software support (“Support”) for certain portions of the program; Whereas, Contract has agreed to provide the support as specifically detailed in the GNOEC TRMI Guardian Software Support Maintenance services; Now, Therefore, based upon the recommendation of the Staff and its Consulting Engineers and Counsel, the Greater New Orleans Expressway Commission authorizes the General Manager to execute the Software Support Maintenance Agreement with The Revenue Markets, Inc. (TRMI Systems integration). Mr. Romig, Capt. Lorino, Mr. Ligi, Mr. Cvitanovich, and Mr. LaSalle voted in favor of the motion.

On Replacing the Damage Traffic Signs Northbound / Southbound, Mr. Dufrechou presented Change Order No. 4. On motion by Mr. Cvitanovich, seconded by Mr. LaSalle, Plan Change No. 4 provides for the acquisition and installation of AIRCRAFT ENFORCED signs in the amount \$8,460.00 and 30 calendar days. Based on the recommendation of the Staff and its Consulting Engineers, the GNOEC authorizes the General Manager to complete the execution of Plan Changes No. 4. Mr. Romig, Capt. Lorino, Mr. Ligi, Mr. Cvitanovich, and Mr. LaSalle voted in favor of the motion.

On the North Toll Plaza Scour Protection, Mr. Dufrechou presented Plan Change No. 1 and Plan Change No. 2. On motion by LaSalle, seconded by Lorino, Plan Change No. 1 provides for the substitution of flowable fill in place of bedding material at

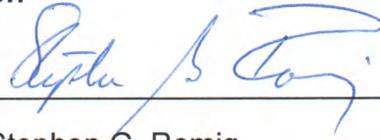
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no cost and no additional calendar days. Plan Change No. 2 provides for the adjustment of plan quantities to match the final quantity installed in the field at a credit of \$2,563.00 and no additional calendar days. Based upon the recommendation of the Staff and its Consulting Engineers, the Greater New Orleans Expressway Commission authorizes the General Manager to complete the execution of Plan Changes No. 1 and 2. Mr. Romig, Capt. Lorino, Mr. Ligi, Mr. Cvitanovich, and Mr. LaSalle voted in favor of the motion. The last resolution on the North Toll Plaza Scour Protection, Mr. Dufrechou presented the acceptance of the project. On motion by Ligi, seconded by Cvitanovich, based upon the recommendation of the Staff and its Consulting Engineers, the Greater New Orleans Expressway Commission accepts the project titled North Toll Plaza Scour Protection. The Greater New Orleans Expressway Commission authorizes General Manager Carlton Dufrechou to execute any documents associated with the acceptance of this project on behalf of the Greater New Orleans Expressway Commission. Mr. Romig, Capt. Lorino, Mr. Ligi, Mr. Cvitanovich, and Mr. LaSalle voted in favor of the motion.

Capt. Lorino was presented with a gavel for the years of service as Chairman of the Greater New Orleans Expressway Commission by the rest of the Commission. Capt. Lorino thanked everyone for the gavel.

There being no further business, the meeting was adjourned.

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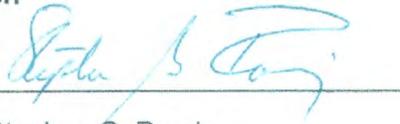
Stephen G. Romig

Chairman

~~Tommy S. Cvitnaovich~~ Shelby P. LaSalle Jr.

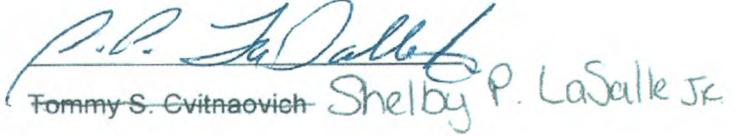
Secretary

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