

**Louisiana Transportation Authority
Meeting**

Louisiana State Capitol
Senate Committee Room E
Baton Rouge, Louisiana
Thursday, July 8, 2010

MINUTES

I. CALL TO ORDER

Secretary Sherri LeBas welcomed everyone and called the meeting to order at approximately 1:00 pm

II. ROLL CALL

Board Members Present:

Sherri LeBas
Camille Conaway
Representative James Morris
Jackie Adcock
John Zachary (unofficial for Sawyer)

Board Members Absent:

Senator Joel T. Chaisson
Paul B. Sawyer
Representative Nita Hunter
Senator Joe McPherson
Kevin Davis

Speakers Present:

Eric Kalivoda, LADOTD Deputy Secretary
Brandon Brown, LADOTD General Counsel
David Miller, LADOTD Director of Toll Facilities
Kirk Bergeron, LADOTD Attorney
Sherryl Tucker, LADOTD Attorney
Meredith Hathorn, Bond Attorney, Foley & Judell

III. READING AND APPROVAL OF MINUTES 01/14/10

Deferred for failure to obtain quorum.

IV. OLD BUSINESS

A. La. 1 Update (David Miller & Meredith Hathorn);

Power point regarding all aspects of La. 1 phases, kiosks, funding, concerns, etc. (See attached power point)

Kiosk availability and customer service centers discussed.

Phase 1b (Port Rd. to La. 1) & 1c complete from 5/2006 to 12/2009. Phase 1a using end-on construction – leapfrog method with least environmental impact will connect south end of bridge with La 3090 (road to Port Fourchon) James Construction is contractor project began 02/2007 and appears to be on schedule.

Tolling ceased in July due to technical issues and reopened Aug. 3, 2009.

Old bridge was removed. Construction on schedule (See photos in power point).

Funding discussed. Largest funding source is by bonds and TIFIA supply most funding which are paid by tolls. \$372,000,000 was estimated total cost for construction. Phase 2 - North connector to Golden Meadow - \$350 million expected costs - some funding in place for R/O/W per parish, port, state & FHWA are contributing. Project costs 300+ million do not have funding in place - Possible funding from stimulus, FHA Bill, OCS revenues; LSC revenues that are dedicated allow 10% for infrastructure (possible future funding source). LAC (LA Coalition) has been key in working with the both state and several Federal agencies, & DHS & DOE. Tolls & Bonds - Largest percentage funding contributors for building project under 164 million in bond and bond anticipation notes May, 2005 - 95 million in senior lien toll revenue bonds & 69 million was in BANS. Senior lien bonds 1st annual service payment of 1.7 Million due June, 2010, which has been paid. Annual payments are split up in two payments, one on June 1 and 2nd on Dec 1. Last payment due June, 2030. TIFIA payments do not start until well after construction is finished, first payment is due in 2013. We do not begin paying this federal loan until several years after construction is complete. Payments are due June 1 and Dec. 1 of each year with final due Dec. 1, 2040. Built into the financial package is coverage on the debt service which is basically a safety net in place to allow for revenues possibly not coming in as expected - Safety Net is the Tolls and interest earnings each FY must surpass 120% of the debt service of senior lien bonds and 110% of all bonds. Interest and the tolls have to be more than what the debt service is. April 1 of each year we are supposed submit a report to the trustees stating whether or not we can meet the requirements to comply with the coverage (must wait until the tolls have been running an entire year before we do a report). If not met the authority is to hire a consultant and engage them to conduct a toll study and within 60 days make recommendations regarding bringing us to compliance with the covenant. LTA is required to take action within 60 days on the recommendations. Another safety net is cooperative endeavor agreement between LADED, LTA, DOTD & DOA - part of bond documents which requires DED to request from legislature, if needed, up to \$18 million (Debt service reserve fund) if there are insufficient tolls in place to meet the debt service.

Toll Schedule - Due to new legislation, Grand Isle residents will receive free passage instead of being charged \$.50. Toll schedule is located on the DOTD Website. Expected toll revenue based a URS report. This year traffic counts and last year traffic counts are within 3 to 4 percent. No significant change in the toll trend since Deep Water Horizon/BP event. Representative Morris questioned the no loss of revenue. Mr. Miller assured him that the traffic is

being counted. Workers due to BP have increased but tourism has decreased.

Representative Morris questioned about slide 13 of the power point and the number of employees at the service center. Currently they are open from 5:00AM– 5:00PM, M – T. On Fridays they are open 5:00AM – 7:00PM and Saturdays 7:00AM – 3:00PM. (Extended hours continue until Labor Day) DOTD will continue to monitor the usage patterns and adjust as needed for the public. Kiosks are open at the customer service center 24/7. They currently only accept Master card & Visa. The consultant, ETC, did not finish the kiosk part of the system. It will not take Discover cards and when they are used it crashes the system. The system is supposed to notify the system managers with an alarm telling them which one is crashed but it is not always doing this so we don't always know when they are not working. We have hired DTS to come and help finish the system. (Representative Morris asked how often this happens.) David Miller said that he hasn't had any complaints for about 3 - 4 weeks. Now that we have DTS on board to handle the system on an emergency basis, we have better capability to monitor & deal with issues. The volume of problems has gone down. Since ETC (The consultant has left the project DOTD doesn't have the capability of working on the code that controls the system. They are working on having the kiosks tell the customer to use VISA or MC instead of crashing when a DISCOVER card is used. Most of the system is proprietary so we are bound by the system that we have, in that the ETC owns the code. ETC walked off the project with the code. Brandon Brown said that DOTD was pursuing claims and remedies against ETC for walking off the project with the code and a laundry list of items that were not completed or in the design plan. The way a toll system is deemed complete is when it goes through a process called "system acceptance". System acceptance requires turning on the system and running it and if you have no significant crashes, in any part of the system, after a month or two, it is considered acceptable. DOTD never acquired system acceptance. David Miller said that we have already paid 6 -7 million to ETC. he is not certain of the original contract amount. The ETS contract was just signed a month ago so we have not paid out anything, but they are contracted for a year, and up to \$750,000.

Rep. Morris questioned how DOTD stood regarding the tolls, versus, construction versus, maintenance. David Miller responded that tolls were never expected to cover any maintenance costs. Maintenance & operation funds come out of the TTF Funds. Toll is one part of the financial package for construction and they contributed 136 million to the construction portion of this project. No revenues for tolls are being used to pay for salaries, rents, etc. that all comes out of TTF funds. \$36,000, per year of revenue is being used to pay for the tolls for the GI residents. The 43,378,000 dollar for Engineering/ROW/Utilities also included soil boring, environmental, and surveying, etc.

David Miller referenced Slide 32 and the Status of Toll Collections referencing 75% - 88% of forecast collections for August through April is very good. Most toll facilities do not come near that range. Debt coverage should be met without having to adjust any rate schedules. Ms. Hathorn stated that there was a safety net built into the projections. It was an ascending debt service schedule that will increase, so many things will need to be monitored every month. She believed that if there was an excess, revenue will cover it.

Representative Morris questioned why DOTD was not figuring in maintenance into the equation. Ms. Hathorn stated that DOTD accepted responsibility for the O&M in order to collect the excess revenue to pay back the debt ASAP. For next meeting, Rep Morris would like to know what is being paid annually as costs. Starting next year, DOTD would have a resident engineer inspecting the bridge, and project what needs to be done to keep in up to par, and DOTD would also pull the maintenance funds out of the TTF funds.

David Miller stated that Port Fourchon is the largest generator of revenues for this project and over 1,200 18 wheelers a day are going to the port which support of the offshore oil industry are the largest contributor to the revenues. Lafourche corridor is one of only two coastal places that provides road access to the gulf and a vital part of the energy corridor. Fastest growing port in the US. 70% percent of the oil that comes from offshore comes from deep water. 90% of those rigs are serviced through the Fourchon corridor. There are huge stevedoring businesses capable of furnishing all of the ships' needs. Land based LOOP also comes through the Port and provides 13% - 15% of the Nations oil supply and provides 50% of the oil for our refineries. Port Fourchon purchased the Leonard Miller airport and are doing a \$12 million expansion project. David Miller told Rep. Morris that DOTD is monitoring the moratorium. Because we may have to notice the federal government regarding the payment of debt service associated with revenues. We compare annual traffic counts. Bulk of the work occurring at deep water horizon site is done out of Port Fourchon. Secretary LeBas stated that revisions could be made to the PERFA (Pollution Environmental Recovery Fund Administration) which is the mechanism to possible DOTD claims to BP in case of lost revenues. Rep. Morris believes that a more proactive stance should be taken not only towards BP but in alerting the Federal Government that there is a possibility that if the moratorium shuts down oil exploration in the Gulf we will lose projected revenue. Other Agencies are currently billing BP for their efforts. Secretary LeBas assured Rep. Morris that a more proactive stance was taken and sent a letter of intent.

Rep. Morris suggested an invite be issued to Rep. Jerry Gisclair to give the board his thoughts on the PB issue. He said that he is concerned in the drop of 18 wheeler traffic. Living in the area, they see thousands of out-of-state cars which are comprised of clean-up workers and he hopes that is not giving us a false-sense of comfort in revenues. If you pulled those numbers from the

graph of tolls it would greatly be reduced. The Port is dramatically slowing down. If it weren't for the moratorium and the oil spill, it would be "death valley". He is also concerned with the tolling problems.

Sherri LeBas said that she would talk with Scott Angelle who has been traveling to Washington DC, about the tolling problems.

Secretary LeBas inquired whether John Zachary was properly designated filling for Paul Sawyer as a proxy so that we could have a quorum?

B. La. 1Tolls – Draft rules & regs (Brandon Brown & Meredith Hathorn)

DOTD has redrafted the rules and regulations to include the new legislation regarding exclusions to toll collections. HB 182 provides for exemptions for emergency vehicles with flashing lights. HB 636 provides for Grand Isle emergency, levee and port vehicles when performing their duties in the capacity of their job functions. It also provides for exemption for residents. A draft of LTA Toll Rules and Regulations have been provided by DOTD Atty. Sherryl Tucker and also drafted rules for the appeal procedure. Once they are final they will be sent to LTA for approval.

C. Violation Procedures (Brandon Brown)

DOTD Atty. Ed Michel attended both of the appeal hearings last month and one was a no-show and the other asked for a continuance due to extraordinary circumstances. DOTD is planning to schedule appeal hearings every three months and will accommodate based on volume of appeals. Rep. Morris would like to see the volume of violations in a graph for the next meeting.

V. Other Business

A. Transportation Mobility Fund (Eric Kalivoda)

Eric Kalivoda begins to speak regarding the Transportation Mobility Fund and is stopped by Rep. Morris. Since they can't move on any of the information. He moved that they don't waste their time receiving information that they will receive again at the next meeting.

B. ETC – claims/potential litigation (Kirk Bergeron)

On Jan. 15, 2010, ETC abandoned the job. The company did not perform the system test. ETC notified DOTD in writing, that it would discontinue any effort to complete the system and systems already installed that were live and controlled both the La 1 toll system and CCCD Bridge toll system.

ETC failed to submit documents needed to operate and maintain the system, including detailed design documents for the sub systems. As-builts for the main system, called the ITESC2, integrates with the sub systems. Their software is proprietary so DOTD/CCCD personnel cannot access that code. The software that is supposed to be identifying the license plates and reporting it OMV is not working so identification of violators is being done manually by CCCD personnel.

DOTD legal department is currently reviewing and evaluating potential litigation/claims against the contractor, Electronic Transaction Consultant (ETC). ETC was to develop and install the electronic tolling system that was to be used to replace the existing Legacy System at Crescent City Connection (CCCD) and integrate the La 1 tolls as it came on line. DOTD legal section is putting together claims based on costs, which are significant. This would be the cost of these system work-around's and loss of toll revenues for both toll collections and violations.

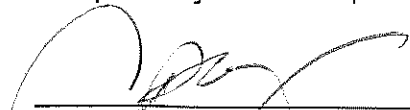
Representative Morris asked who was performing all of the overtime on the La. 1 toll system? David Miller explained that DOTD had call centers for La. 1 and CCCD. Codes were entered for whatever type of work is being done so that it can be tracked and calculated.

ETC was not a construction contract it was a consultant contract. The contract required a professional liability policy in the amount of 1 million dollars. ETC did make claims which were reviewed by a 3 member committee and were denied. Chief Savoie also rejected their claims for extra costs and extra work. ETC's claims totaled \$2,860,000.

VI. Public Comments – None

VII. Adjournment – Meeting adjourned at 2:30 p.m.

Respectfully submitted,



Camille P. Conway
Secretary-Treasurer

Date approved: 10-14-10



LA 1 Toll Road Status Report

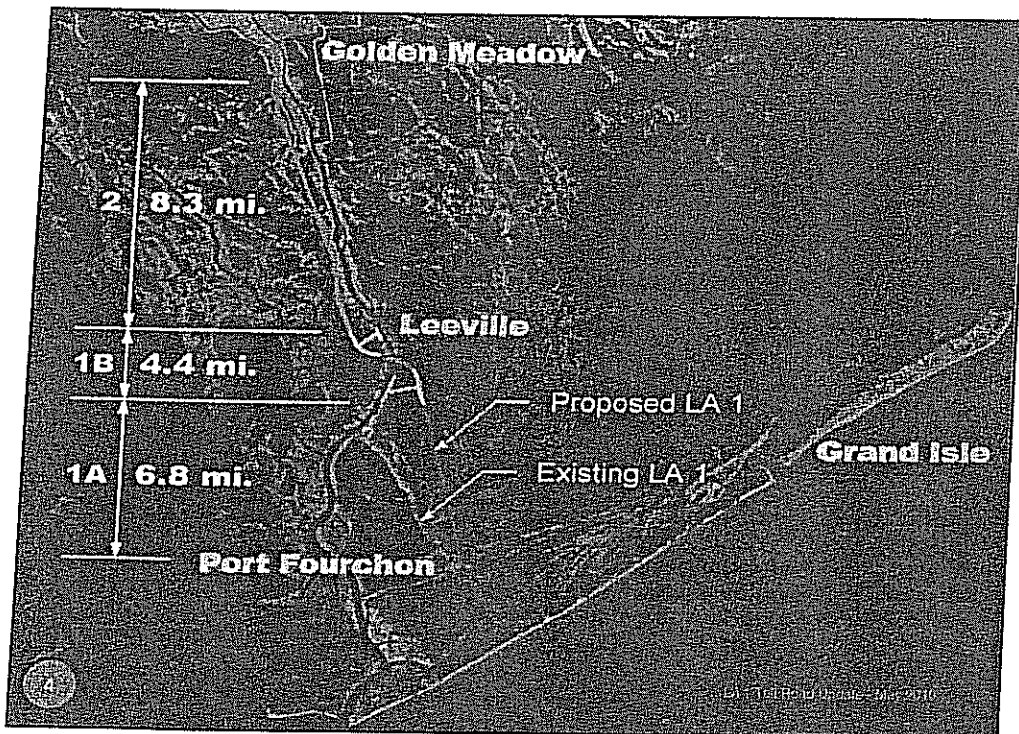
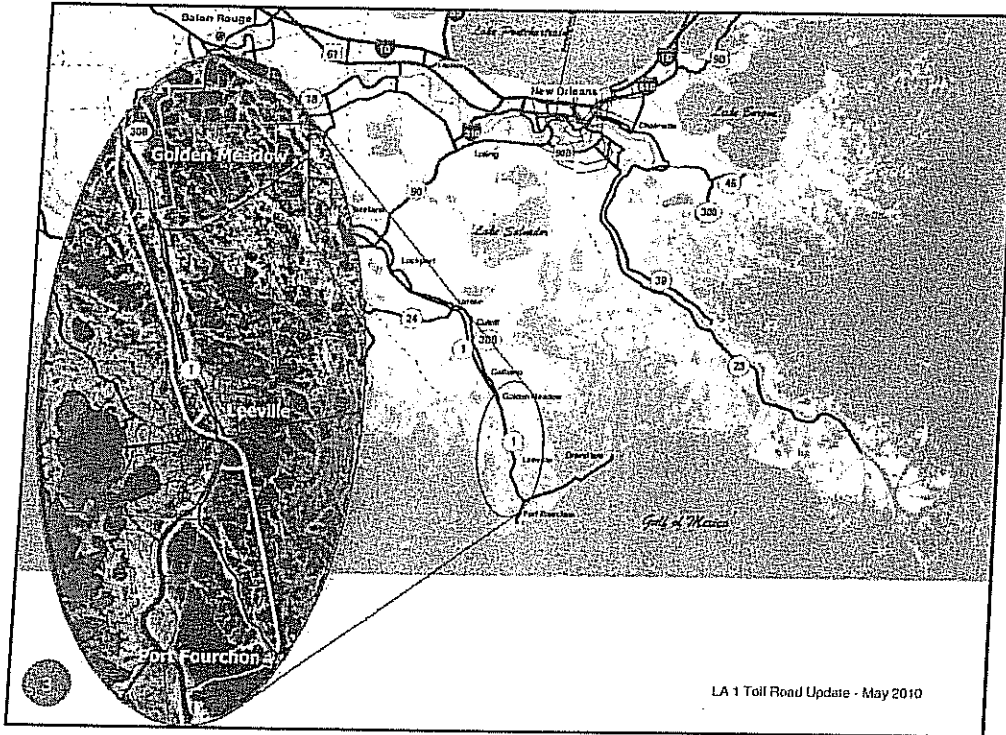
May 18, 2010

LA 1 Toll Road Update - May 2010

Contents

- Project Photos
- LA 1 Project Status
- Financial Summary
- Tolling and Bonds
- Port Fourchon

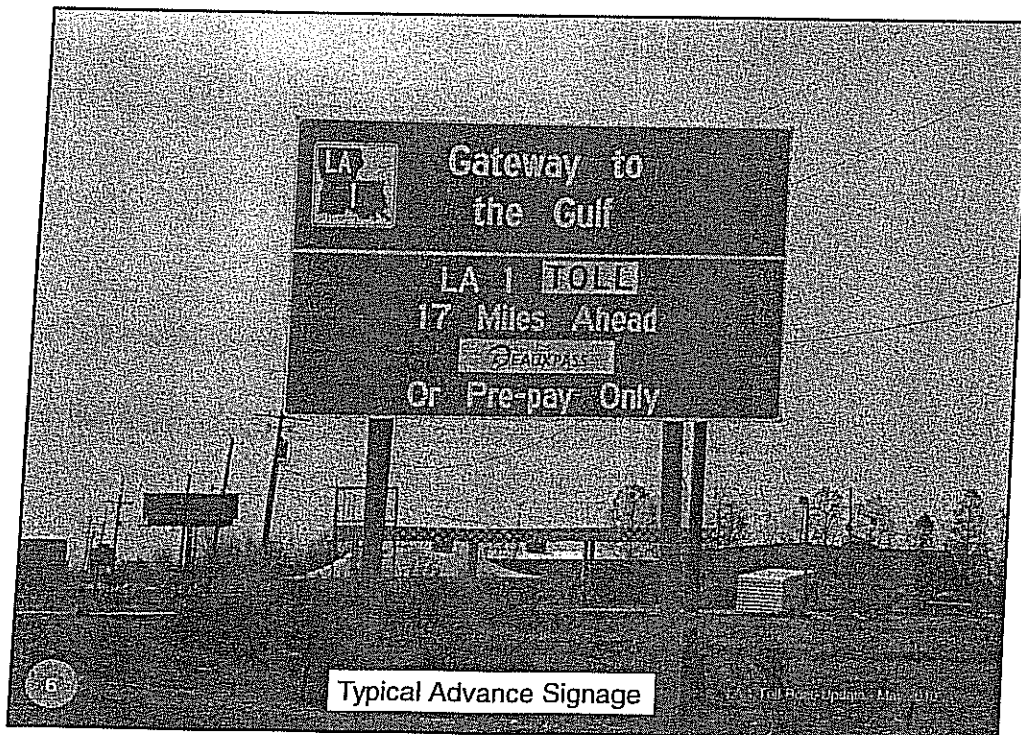
LA 1 Toll Road Update - May 2010



Project Photos

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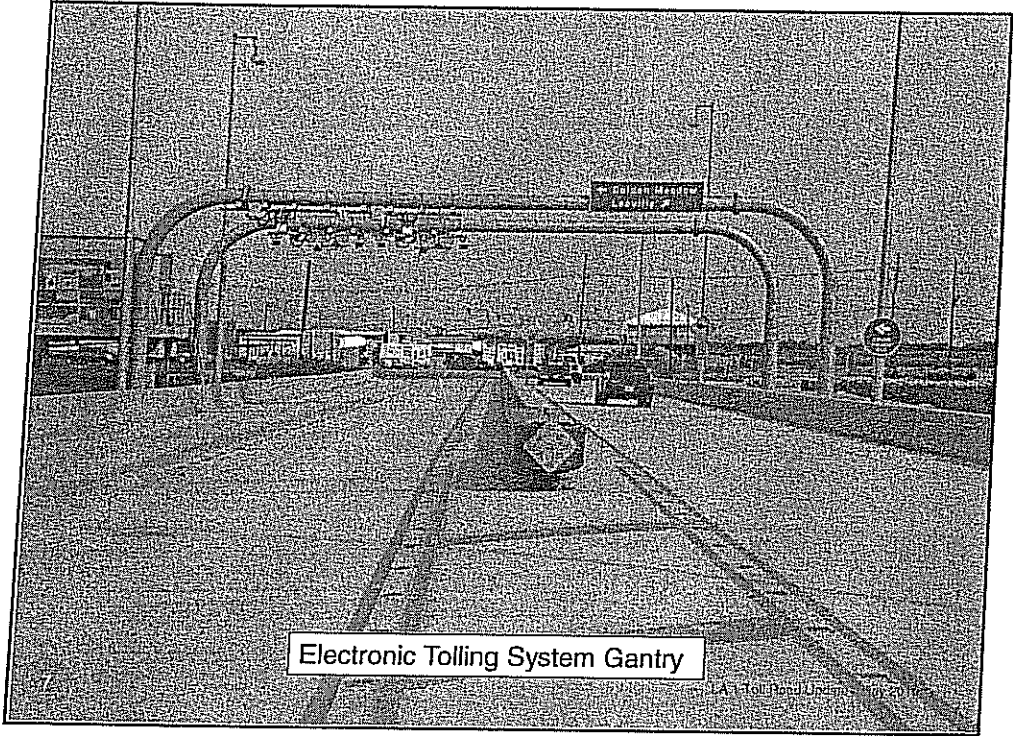
LA 1 Toll Road Update - May 2010



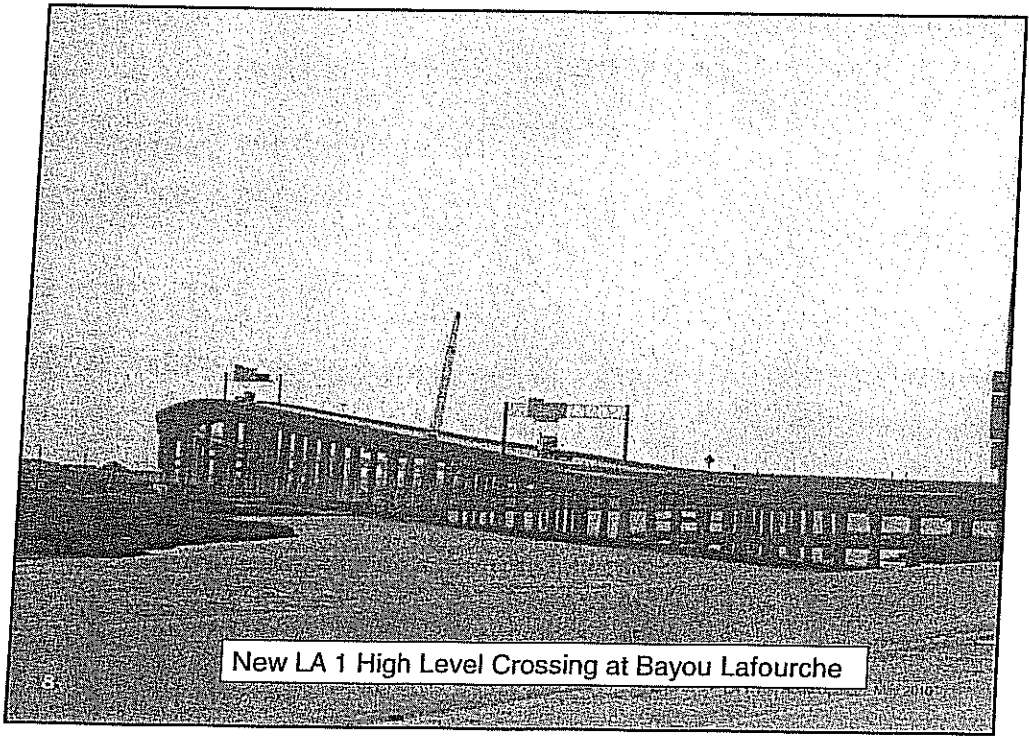
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Typical Advance Signage

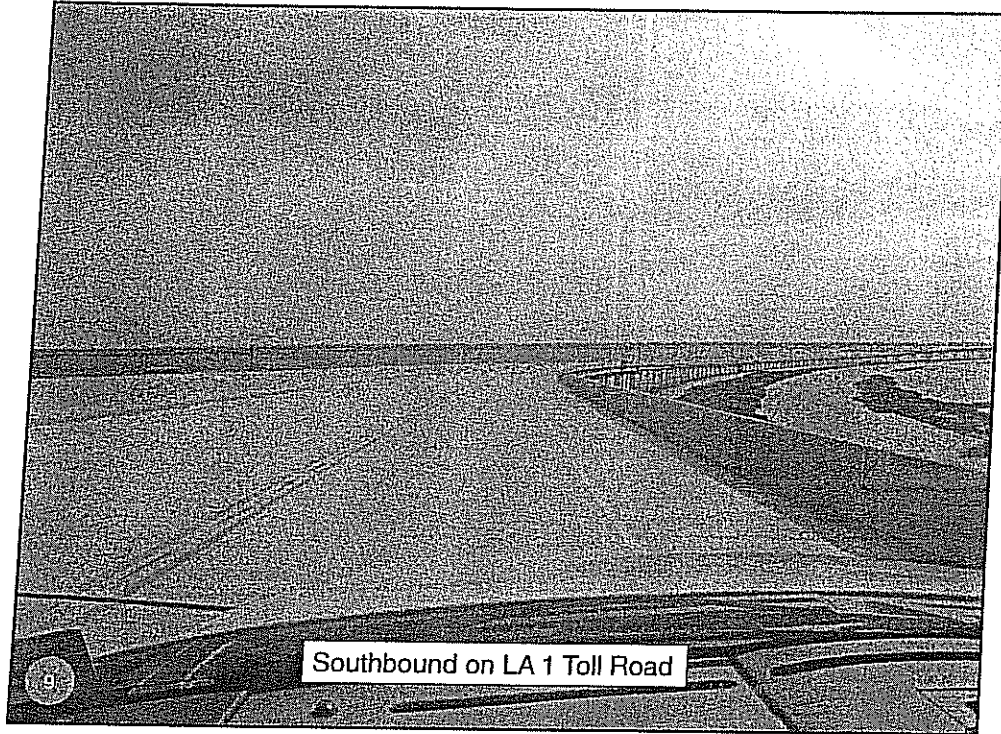
LA 1 Toll Road Update - May 2010



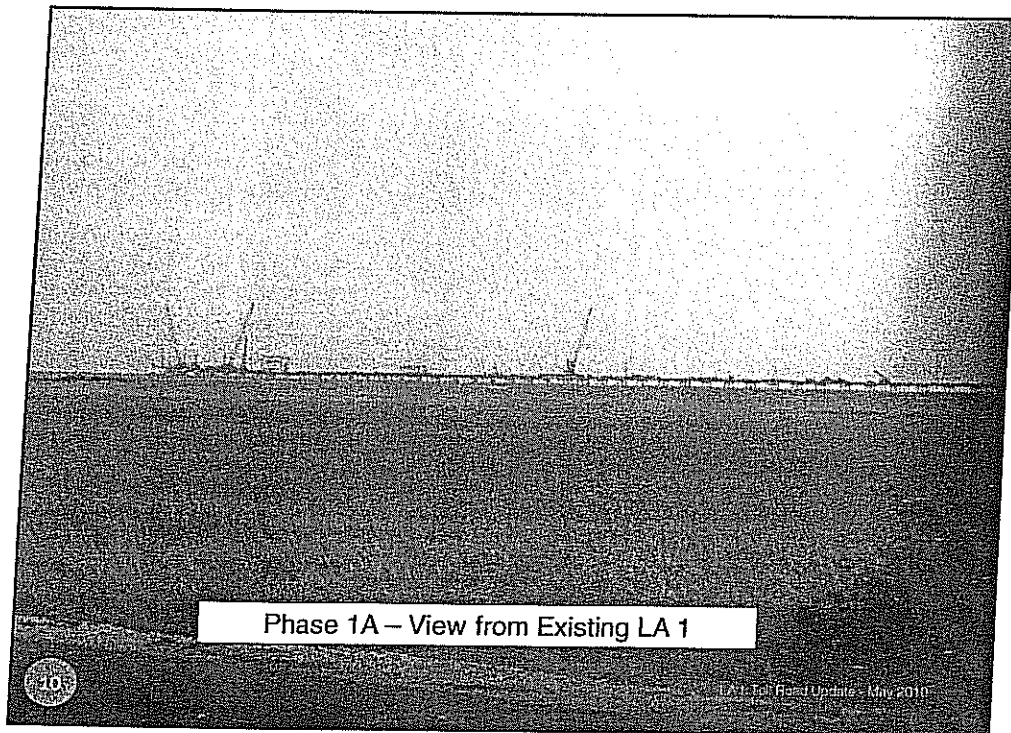
Electronic Tolling System Gantry



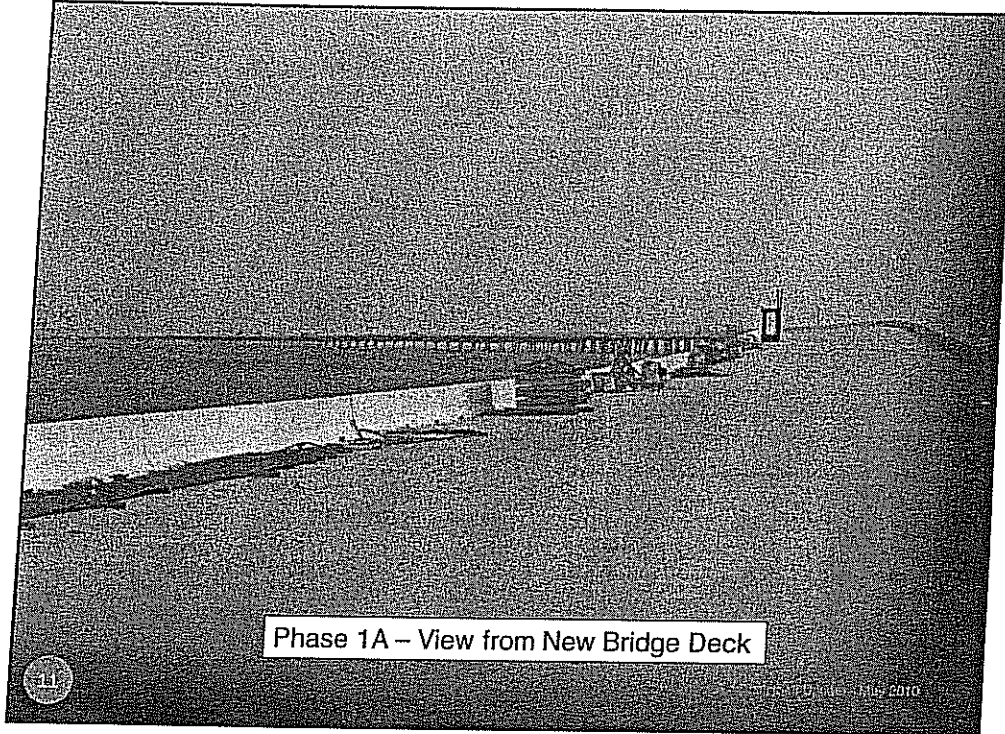
New LA 1 High Level Crossing at Bayou Lafourche



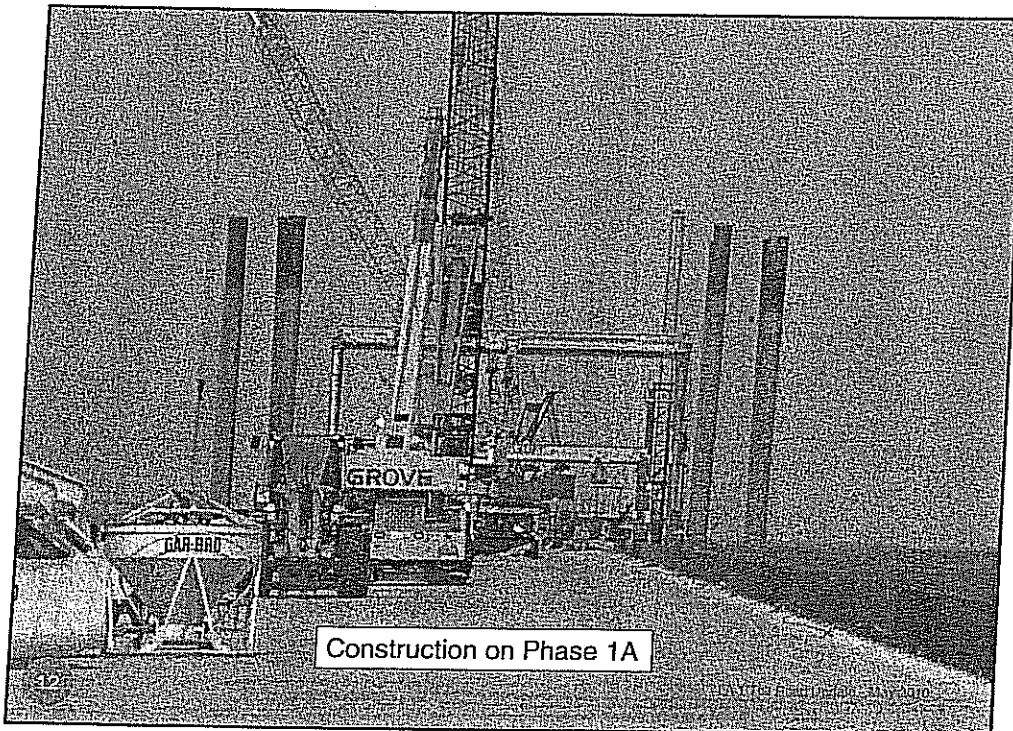
Southbound on LA 1 Toll Road



Phase 1A - View from Existing LA 1



Phase 1A – View from New Bridge Deck



Construction on Phase 1A



LA 1 Customer Service Center in Golden Meadow

GeauxPass

Kiosk Location Map

Getting a Single-Trip GeauxPass is EASY!

1. Go online to www.geauxpass.com and select Single-Trip GeauxPass.
2. Pay-up at one of the payment kiosk locations on the map below. (Kiosk/center is a 24 hr. service for customer service.)
3. You can also go to the customer service center located on Highway 1215.

Typical Kiosk

LA1 Project Status

LA 1 Toll Road Update - May 2010

Phases 1B & 1C

(Bayou Lafourche Approaches and High Level Crossing)

- Construction Contract Awarded to the Massman/Traylor Joint Venture
- Started construction in May, 2006
- Contract required completion and open to traffic by December 1, 2009
- Phase 1B and 1C opened to traffic on July 6, 2009
- Contractor earned \$1.6 million incentive for early completion
- Tolling began on July 27, 2009 but was suspended due to technical difficulties. Tolling was restarted on August 3rd.
- Removal of existing bridge will be completed in February 2010

LA 1 Toll Road Update - May 2010

Phase 1A (Elevated Roadway to Port Fourchon)

- Bridge is 6 miles long two lane with full shoulders
- From South Connector to Junction LA 1 and LA 3090
- Constructed using “end-on” method to minimize disturbance to the environment
- Construction Contract Awarded to James Construction Group
- Construction contract signed on February 9, 2007
- Phase 1A - 49% Complete and 63% Time Elapsed
- Completion and open to traffic estimated to be in fall of 2011



LA 1 Toll Road Update - May 2010

Phase 1D (Toll Facility, Lighting and ITS Systems)

- Open Road Tolling System
- Contract for Customer Service Center Building, Lighting , Toll Electrical System Awarded to E.P. Breaux Electrical
- Open Road Tolling System vendor is ETCC
- Customer Service Center is located in Golden Meadow
- Temporary Customer Service Center opened on June 1, 2009.
- Permanent Customer Service Center opened in August 2009
- Self Service Kiosks were deployed in December 2009
- Intelligent Transportation System (ITS) message boards and cameras are scheduled to be completed in early 2010



LA 1 Toll Road Update - May 2010

Source of Funding - Phase 1

SOURCE OF FUNDS	Amount
Bonds / TIFIA Loan	\$ 136,400,000
Federal Earmarks	\$ 81,598,000
Federal Formula Funds	\$ 40,675,000
State TTF	\$ 12,951,000
State General Fund Surplus	\$ 63,000,000
NOAA Grant	\$ 1,700,000
Local Funds	\$ 273,000
State GO Bonds	\$ 60,000
CIAP Funds	\$ 35,000,000
TOTAL	\$ 371,657,000

Tolls

Port Fourchon contributed \$3.5 million for dredging and mitigation (not included in total)

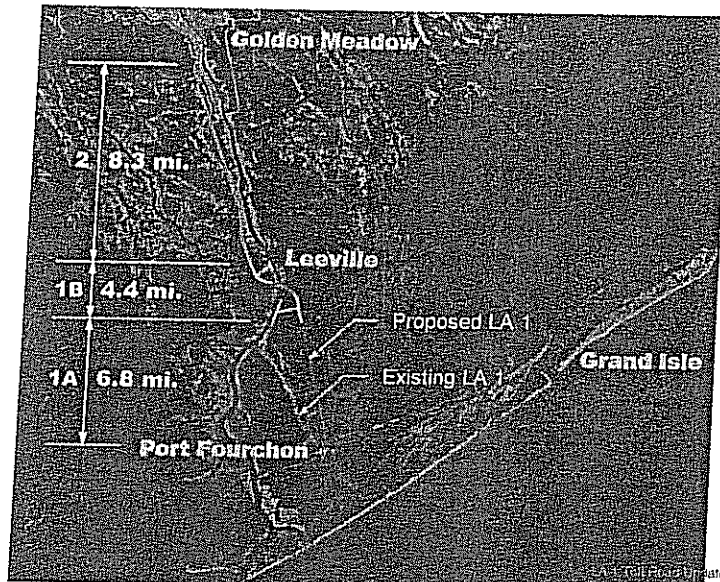
LA 1 Toll Road Update - May 2010

Project Cost - Phase 1

Engineering, R/W and Utilities	\$43,378,000
Phase 1A (South Connector to LA 3090))	153,253,000
Phase 1B (North and South Connector)	142,441,000
Phase 1C (High Level Crossing over Bayou)	23,200,000
Phase 1D (Open Road Tolling System)	9,385,000
PROJECT TOTAL COST	\$371,657,000

LA 1 Toll Road Update - May 2010

LA 1 Toll Road Phase 2



LA 1 Toll Road Phase 2 Funding

- Secured Funding
 - \$2 million - State General Fund Surplus (FY07)
 - \$1 million - FHWA annual appropriation bill (2009)
 - \$1.2 million - Lafourche Parish grant (2009)
 - \$500,000 - OCS revenue sharing (2009)
 - \$50,000 – Greater Lafourche Port Commission grant (2009)
- Pledged Funding
 - \$1.2 million - Lafourche Parish grant (2010)
 - \$1 million – Lafourche Parish Grant (2011)
 - \$974,000 – FHWA annual appropriation bill (2010)
 - \$50,000 – Greater Lafourche Port Commission Grant (2010)
 - OCS Revenue Sharing Funding application has been submitted

LA 1 Toll Road Phase 2 Funding

- Possible sources for \$300+ million for Construction
 - Stimulus Program Funds
 - Federal Highway Bill Funding
 - OCS Royalty Sharing Funds
- The LA 1 Coalition, an organization which seeks improved highway infrastructure along the LA 1 Corridor has partnered with USDOT, USDHS, USDOE, and the US Minerals Management Service to document the importance of LA 1 & to seek support for federal funding of LA 1 improvements.



Tolling and Bonds



Overview of Bonds

- \$164,246,141 in Bonds and Bond Anticipation Notes were sold in May of 2005
 - \$95,006,125 in Senior Lien Toll Revenue Bonds
 - \$78,350,000 in current interest bonds
 - \$16,313,286 in capital appreciation bonds
 - \$69,240,016 in bond anticipation notes (BANS)
 - \$66,000,000 TIFIA Loan was activated in August of 2009 to pay off the BANS



Overview of Bonds

- Senior Lien Bonds
 - The first semi-annual debt service payment on the senior lien bonds will be due on June 1, 2010 in the amount of \$1,691,088
 - The payments will be every June 1st and December 1st according to the debt service schedule.
 - The last payment will be on June 1, 2030, unless excess revenues pay off the debt ahead of time
- TIFIA Loan
 - The first semi-annual debt service payment on the TIFIA loan is due on 12/1/2013 in the amount of \$1,851,400.
 - TIFIA loan payments are every June 1st and December 1st according to the debt service schedule.
 - The last payment on the TIFIA loan will be on December 1, 2040.



Toll Revenue Coverage on Debt Service

- Tolls and Interest earnings in each Fiscal Year must equal to at least (i) 120% of the Debt Service due on the Senior Lien Bonds and (ii) 110% of the Debt Service due on all Bonds.
- By April 1st of each year, the Authority shall prepare and submit to the Trustee a report as to whether Revenues for the current Fiscal Year and for the immediately succeeding Fiscal Year will be sufficient to comply with the coverage requirements
- If the rate covenant is not met, the Authority shall engage a Toll Road Consultant to conduct a study and, within 60 days of such engagement, deliver a written report to the Authority and the Trustee containing the results of such study and the recommendations of the Toll Road Consultant as to the actions required in order to provide sufficient Revenues in each subsequent Fiscal Year to comply with the rate covenant
- The Authority shall take the actions recommended by the Toll Road Consultant in such report no later than 60 days after the receipt of such report.



DED/ LTA / DOTD / DOA Agreement

- Cooperative Endeavor Agreement dated May 1, 2005 between the Department of Economic Development, the Louisiana Transportation Authority, the DOTD and the Division of Administration.
- CEA is part of the Bond Documents
- CEA requires DED to request funding from the Legislature if there is insufficient toll revenue to meet debt service (up to \$18 million per year)
- If toll revenue falls short of debt service requirement and some of the \$18 million debt service reserve fund is used, the LTA notifies the DED to make a request to the Legislature for funding to fill up the debt service reserve fund in the succeeding year



Toll Schedule










Toll Schedule for Phase I LA 1 Improvements

Vehicle Class	Total Toll per Vehicle				
	2008	2013	2018	2023	2028
2-axle/4-tire vehicles					
Transponder/resident toll ^(A)	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Transponder/commuter toll ^(B)	1.50	1.80	2.25	2.70	3.00
Cash toll	2.50	3.00	3.75	4.50	5.00
2-axle/6-tire vehicles					
3-axle vehicles	3.75	4.50	5.50	6.50	7.50
3-axle vehicles					
2-axle/4-tire with 1-axle trailer	3.75	4.50	5.50	6.50	7.50
Trucks and buses	5.00	6.25	7.50	8.75	10.00
4-axle vehicles					
2-axle/4-tire with 2-axle trailer	5.00	6.25	7.50	8.75	10.00
Trucks	7.50	9.25	11.25	13.00	15.00
5-axle vehicles					
5-axle vehicles	10.00	12.50	15.00	17.50	20.00
6+ axle vehicles (maximum toll)					
6+ axle vehicles (maximum toll)	12.00	15.00	18.00	21.00	24.00

(A) For Lafourche Parish and Jefferson Parish residents whose permanent residence is south of the Leeville bridge.

(B) Based on Lake Pontchartrain Causeway frequency-discount program: 60-day period within which the motorist of a two-axle/four-tire vehicle must make 20 southbound trips through the toll plaza for the discount to be fully effective.

LA 1 Toll Schedule

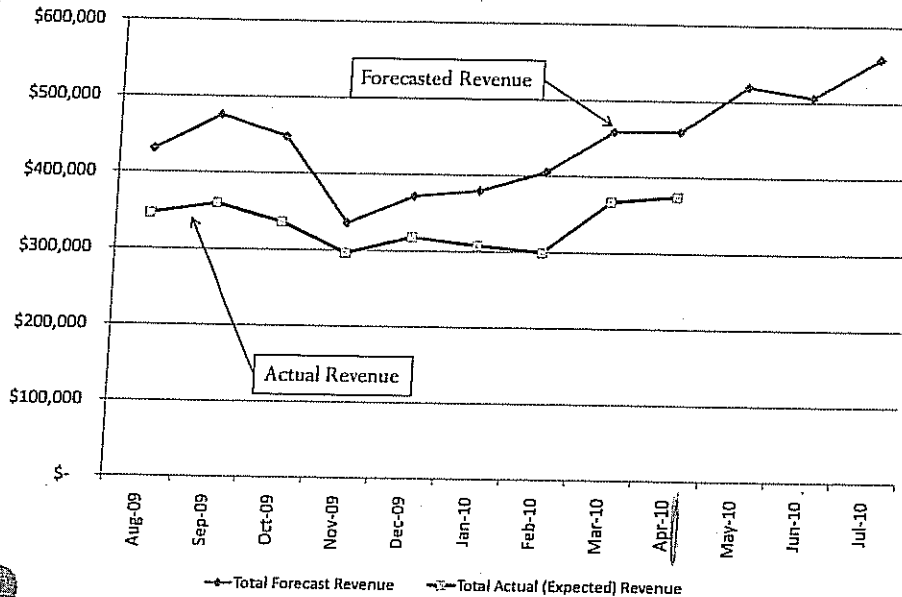
	Vehicle Class								
									
Total Toll** per Vehicle	\$2.50*	\$3.75	\$3.75	\$5.00	\$5.00	\$7.50	\$10.00	\$12.00	

*\$0.50 for Grand Isle and Port Fourchon residents; \$1.50 for non-resident commuters - GeauxPass only

**Toll rates subject to change.



Monthly Toll Revenue



LA 1 Toll Road Update - May 2010

Status of Toll Collections

- Toll collections have ranged between 75% and 88% of forecast for August through April
- If toll collections continue to average 80% of forecast, the debt service coverage requirements will be met and there will be no need to adjust the rate schedule
- First toll revenue report to the Trustee is due in April of 2011 to allow for a full calendar year of tolling.

LA 1 Toll Road Update - May 2010

Port Fourchon

The Gulf's Energy Connection



LA 1 Toll Road Update - May 2010

Lafourche Corridor: An Area of National and Statewide Significance

- The Lafourche Corridor is one of only two places on the entire coast of LA that provides road access to the Gulf
- LA1 is dividing line between the Nation's two most productive estuaries and is only road access to Port Fourchon and Grand Isle
- There is no single place more significant to the Nation's energy supply than the Lafourche Corridor
 - The US Minerals Management Service (MMS) calls this corridor "Vital"
 - LA1 was established as a High Priority Corridor by Congress, the only one for energy purposes
- Commercial Fisheries / Ports
 - Ranked in the top ten commercial seafood landings in the United States



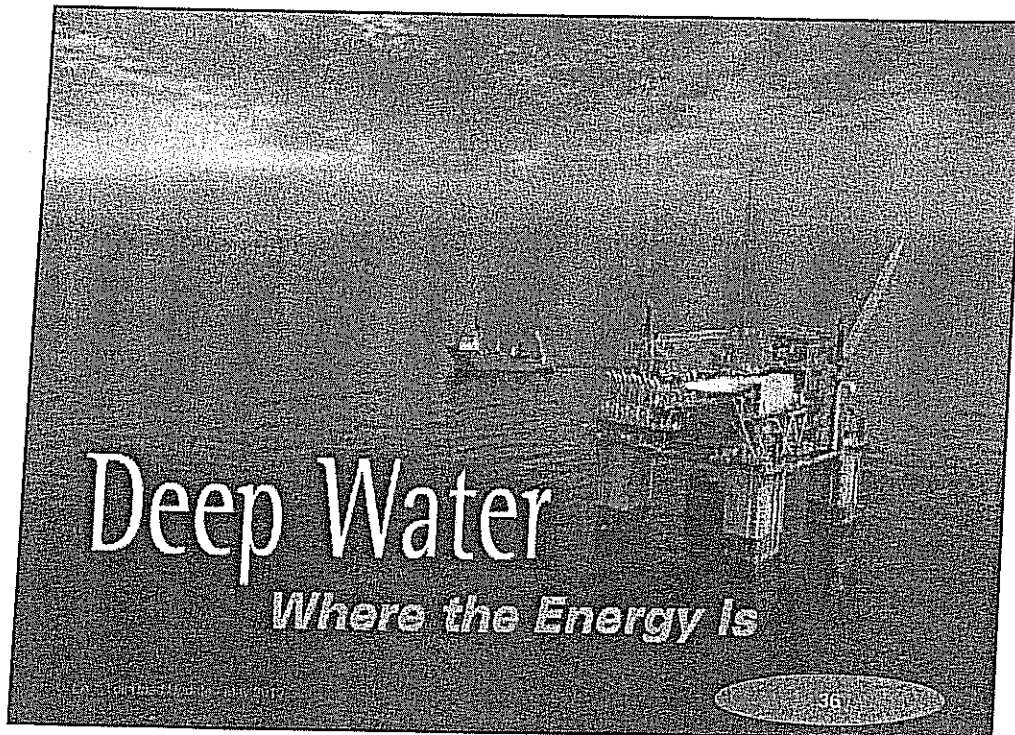
LA 1 Toll Road Update - May 2010

Port Fourchon is the Nation's Energy Connection

- Gulf of Mexico (GOM) provides U.S. with 33% of its domestic oil supply
- 70% of all gulf oil now comes from deepwater
- MMS estimates deepwater has a reserve of 71 billion barrels (bb) of which 56 bb remains to be discovered:
 - MMS predicts that 5.7 bb of deepwater oil will be produced through 2013
 - This approximates 0.569 bb of oil produced per year
 - The balance of estimated reserves after 2013 is equal to 45.5 bb of oil equivalents
 - After 2013, it would take another 44 years for oil and oil equivalents to deplete the resources available in the GOM
 - Reserves are expected to be available in the GOM through 2057
- **Port Fourchon currently services over 90% of the Gulf of Mexico deepwater oil production.**
- **In addition to its huge domestic hydrocarbon significance, Port Fourchon is land base for LOOP which handles 13-15% of nation's foreign oil and is connected to 50% of U.S. refining capacity.**
- **Port Fourchon plays a strategic role in furnishing this country with 15-18% of its entire oil supply**

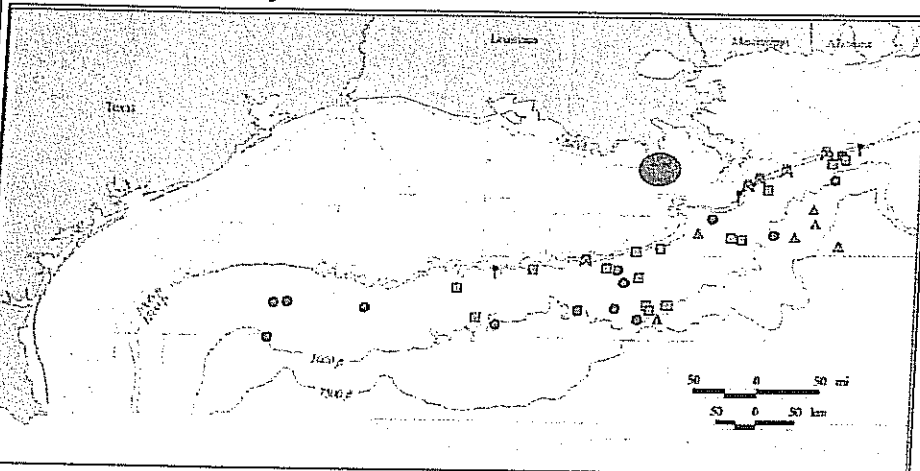


LA Toll Road Update - May 2010



Existing Deepwater Structures

90% serviced by Port Fourchon



Existing Deepwater Structures and Structure Type

- ⊙ Spar Platform
- ⊠ Tension-Leg Platform
- △ Semisubmersible
- ⊞ Fixed Platform
- ↑ Compliant Tower

Deepwater Discoveries in 2008

(As of December 1)

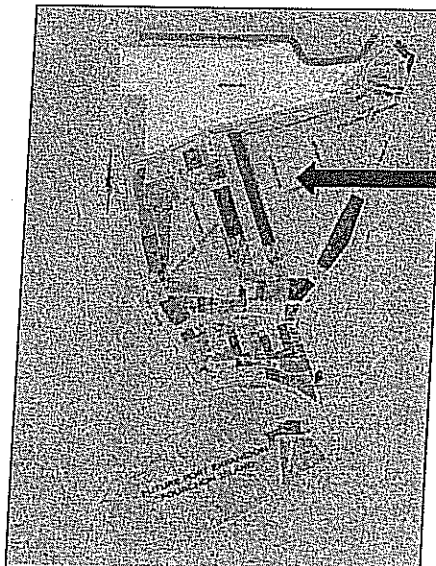
Area and Block	Prospect Name	Operator	Water Depth (ft)
Lloyd Ridge 370	Diamond	Murphy	9,975
Walker Ridge 848	Hal	Statoil/ExxonMobil	7,657
Desoto Canyon 353	Vicksburg	Shell	7,457
Walker Ridge 627	Jilla	Exxon/Mobil	6,562
Mississippi Canyon 561	Tortuga	Noble Energy	6,302
Mississippi Canyon 948	Freedom	BP/Noble Energy	6,150
Desoto Canyon 48	Dalmatian	Murphy	5,876
Mississippi Canyon 771	Kodiak	BP	4,986
Green Canyon 448	NA	LLOG	3,266
Mississippi Canyon 800	Gladden	Newfield	3,116
Mississippi Canyon 503	NA	LLOG	3,099
Garden Banks 402	Geauxpher	Mariner	2,820
Mississippi Canyon 754	Arduin West	Newfield	2,696
Mississippi Canyon 72	NA	LLOG	2,013
Viosca Knoll 821	NA	Walter Oil & Gas	1,030
Green Canyon 141	NA	LLOG	1,003

Gulf of Mexico OCS Deepwater Discoveries in 2009
(As of November 12)

Area and Block	Prospect Name	Operator	Water Depth (ft)
Keathley Canyon 872	Buckskin	Chevron	6,920
Mississippi Canyon 519	Santa Cruz	Noble Energy	6,515
Walker Ridge 52	Shenandoah	Anadarko	5,750
Green Canyon 859	Heidelberg	Anadarko	5,000
Keathley Canyon 102	Tiber	BP	4,132
Mississippi Canyon 984	Vito	Shell	4,038
Green Canyon 490	Wide Berth	Mariner	3,700
Green Canyon 432	Samurai	Anadarko	3,400
Garden Banks 605	Winter	Newfield	3,400
Garden Banks 463	Bushwood I	Mariner	2,700
Garden Banks 293	Pyrenees	Newfield	2,100
Ewing Banks 998	NA	Waller Oil & Gas	1,000

Future Port Development

Permits for a new 7,000 ft. slip are expected to be in hand this month.



New Slip Development

Infrastructure at Port Fourchon

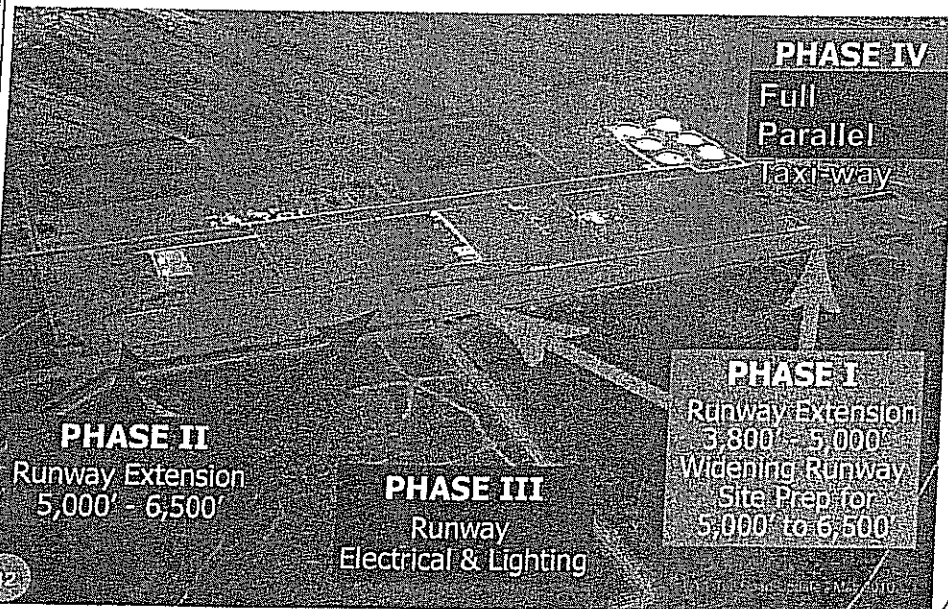
- Nearly 250 companies operate and/or utilize Port Fourchon
- Approximately 15,000 people per month are flown to offshore locations supported by Port Fourchon
- 270 large supply vessels transverse the port's channels each day
- Over 1,200 trucks per day travel in and out of Port Fourchon.
- 2006 Port Fourchon Regional Economic Impacts at oil selling at \$60/barrel.
 - \$1.5 Billion in Business Sales
 - \$350 Million Household Earnings
 - 8,169 Jobs
 - \$12 Million Sales Tax



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\$12 million expansion of Leonard Miller Airport

Continues to support offshore businesses & ecotourism development at Port Fourchon and Grand Isle



LA 1 Toll Road Contact Information

<http://www.geauxpass.com/>

Call

Toll free at 1-866-662-8987

Visit one of our Customer Service Centers (CSC):

Golden Meadow - 1821 South Alex Plaisance Blvd.
(Hwy. 3235)

New Orleans - 2001 Mardi Gras Blvd.

E-mail

customerservice@geauxpass.com



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Questions



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