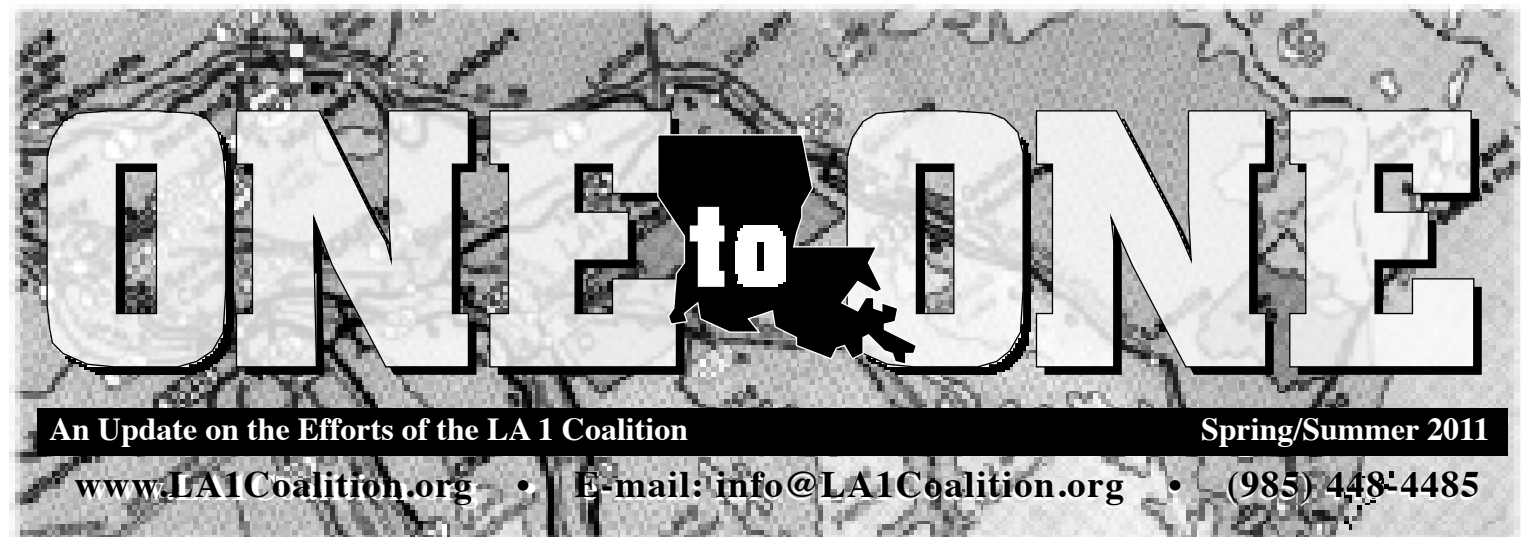


LA 1 COALITION
P.O. Box 2048-NSU
Thibodaux, LA 70310

RETURN SERVICE REQUESTED

PRSR. STD.
U.S. POSTAGE
PAID
Baton Rouge, LA
PERMIT NO. 935



Coalition and State Proceed with Segmentation of Phase 2 Construction

Facing the need for more than \$288 million to construct an entire two-lane elevated highway from Golden Meadow to Leeville and possibly years of waiting ahead, the LA 1 Project Team and the LA 1 Coalition are now moving forward with a plan to segment highway construction in hopes of speeding up funding and construction of the eight-mile second phase of the LA 1 Improvement Project.

“At our February 15 project team meeting, we determined that breaking the Golden Meadow to Leeville phase into three segments is the most realistic approach to achieve some level of construction as soon as possible. This is especially crucial now due to limited state and federal funds this year and in the years ahead,” explains LA 1 Coalition Executive Director Henri Boulet.

“Breaking the Golden Meadow to Leeville phase into three segments is the most realistic approach to achieve some level of construction.”

- Henri Boulet

As approved by Department of Transportation and Development (DOTD) Secretary Sherri LeBas, Phase 2 will now be divided into Segments A (\$43.7 million), B (\$200 million) and C (\$45 million) to be built in prioritized order. Segment A is the northernmost section from Golden Meadow to a point one mile south, including levee and major pipeline crossings, a bridge inside the levee, and the tying into existing LA 3235.

To date, over \$9 million has already been dedicated to right-of-way acquisition and other pre-construction work on Phase 2. To forward work

on Phase 2, DOTD will retain an engineering consultant to complete the final design for LA 1 Phase 2 from Golden Meadow to Leeville. The DOTD will task the consultant in Fiscal Year 2011-12 to complete the plans and specifications for Segment A so that bids can be taken on this segment in Fiscal Year 2012-13 if funding for construction can be secured. Funding for completion of plans and specifications for Segments B and C will be sought through the State Capital Outlay process.

“This is a huge, multi-million dollar commitment which is needed to produce finalized design plans. It will enable the State to have a set of construction plans on the table, being ready for bidding purposes upon our receiving construction funds for segment A. I am excited that we have this commitment to finally begin the anticipated 15 month final design process,” Boulet says.

“We thank the Governor, along with DOTD Secretary LeBas for recognizing the criticality

of beginning Phase 2’s design process. We would also like to thank state legislators from Lafourche Parish, Terrebonne Parish and Grand Isle who signed a recent letter of support of continuing work on improving and securing this vital state highway.”

A Phase 2 segment map is included on an insert in this newsletter.

CONTRIBUTORS TO THE COALITION 2010-2011

Abdon Callais Offshore, LLC	Louisiana Machinery Co.
Allied Shipyard, Inc.	Louisiana Offshore Oil Port, LLC
ANS Engines, Inc.	Magnum Mud Equipment Co., Inc.
Anadarko Petroleum	Marathon Oil Company
Angelette Picciola, LLC	M.I. Drilling Fluids
Apache Corporation	Modern Group
Barriere Construction Co.	Murphy Oil Corporation
Bayou Civic Club	Offshore Towing
Bayou Industrial Group	Pat & Kate Brady Family Foundation
Bollinger Shipyards, Inc.	Picciola & Associates, Inc.
BP America, Inc.	Regions Bank
Breaux Petroleum Products, Inc.	Seacor Marine
Buquet Distributing Company, Inc.	Shell Exploration & Production Company
C & G Boats, Inc.	South Central Industrial Association
Caillouet Land Corporation	Southern Guard
Capital One Bank	Southern Scrap Recycling, LLC
Chevron USA	South Lafourche Bank & Trust
Coastal Commerce Bank	South Lafourche Levee District
Community Bank	Statoil
ConocoPhillips	State Bank & Trust Company
Danos & Curole, Inc.	Stone Energy
Deepwater Port Services, Inc.	Superior Shipyard Fabrications, Inc.
Doucet & Adams, Inc.	Sureway Supermarket, Inc.
Edison Chouest Offshore, LLC	T. Baker Smith, Inc.
Edward Wisner Donation Advisory Committee	Ted M. Falgout & Associates
Entergy Louisiana	Theriot, Duet & Theriot, Inc.
ExxonMobil	Valentine Chemicals, Inc.
Galiano Tugs	Vision Communications
Grand Isle Shipyard, Inc.	W&T Offshore
Greater Lafourche Port Commission	
GOL Docks, LLC	
Hornbeck Offshore	
John W. Stone Oil Dist., Inc.	
Kevin Gros Consulting	
L & L Oil and Gas	
L & M Botruc Rentals, Inc.	
Lady of the Sea General Hospital	
Lafourche Parish Council	

***We thank you for
your support!***

LA I Improvement Project

Cost Estimates as of May 1, 2011	(\$ million)
Non-Construction Phase 1	\$ 43.3
Construction Phase 1A:	153.2
Construction Phase 1B:	142.4
Construction Phase 1C:	23.2
Construction Phase 1D (toll facility, ITS, lights)	9.3
Non-Construction Phase 2	9.3
Construction Phase 2	288.7
Phase 3:	340
Phase 4:	660

TOTAL: \$ 1.66 Billion

Phase 1A: Two-lane elevated highway between Leeville and Port Fourchon. Construction underway; completion anticipated in Fall 2011.

Phases 1 B,C & D: COMPLETED. Two-lane overpass at Leeville, interchanges and toll facility.

Phase 2 (Golden Meadow to Leeville): Two-lane elevated highway between Golden Meadow and Leeville.

Phase 3: Four-lane at-grade highway from Larose to U.S. 90.

Phase 4: Two additional lanes from Golden Meadow to Port Fourchon.

Contact Us

To become a member of the LA 1 Coalition or find out more about the organization, contact

Executive Director Henri Boulet:

Phone: (985) 448-4485

E-mail: henri.boulet@nicholls.edu

Mail: P.O. Box 2048-NSU

Thibodaux, LA 70310.

Our office is located on the campus of Nicholls State University in the South Louisiana Economic Council building.

The LA 1 Coalition is a non-profit 501(c4) corporation. Donations are not tax deductible. *Editor: Jennifer Armand*

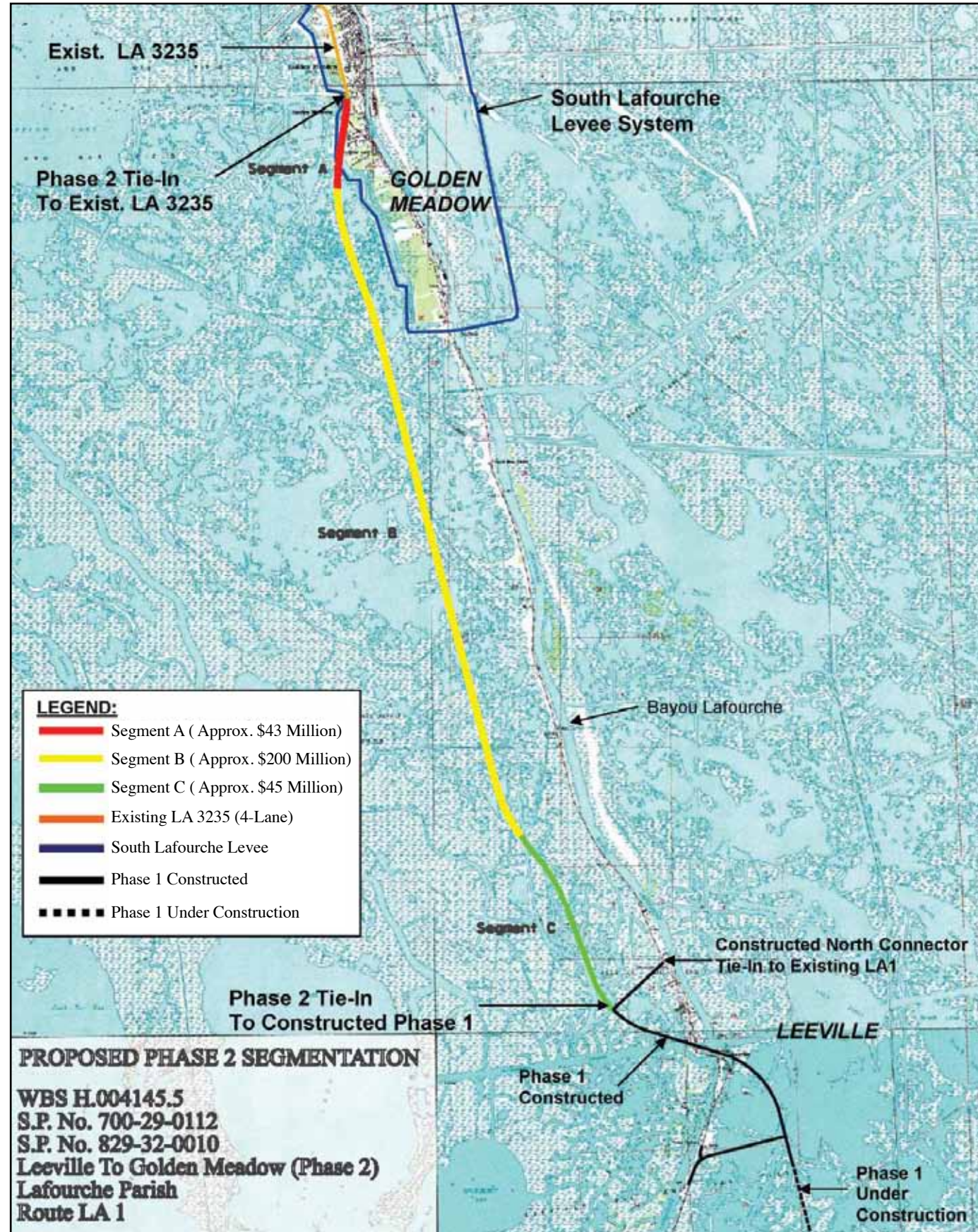
“One to One” Is Going Electronic!

This Spring/Summer 2011 issue of the LA 1 Coalition's newsletter “One to One,” is the last printed issue to be mailed to our members and stakeholders. This summer, the LA 1 Coalition will begin communicating more regularly with all of you via e-mail and electronic versions of our newsletter.

For 14 years, the Coalition has printed and mailed our newsletter to more than 1,200 people; however, the move to electronic communication will allow us to get our news out more quickly and efficiently and reach even more people.

To ensure that you receive future LA 1 Coalition e-mails and newsletters, please e-mail henri.boulet@nicholls.edu and write, “Add me to your list!”

Segmentation of LA 1 Improvement Project Phase 2 Construction



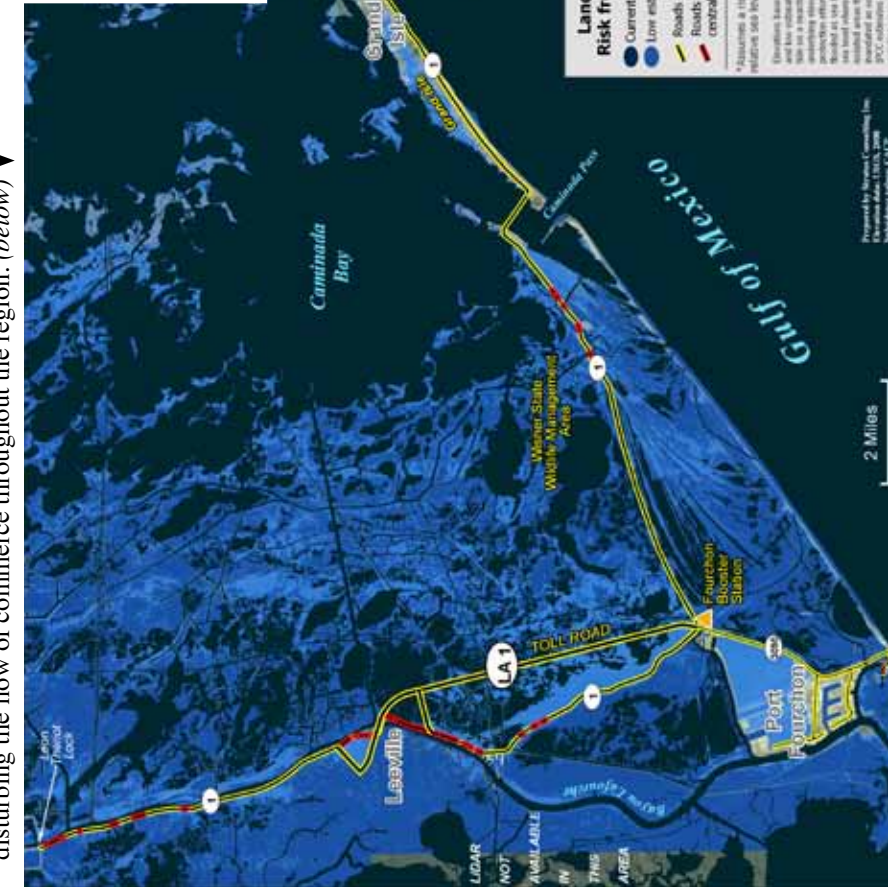
Projected Inundation Levels Along Existing LA 1 (Golden Meadow to Leeville)

PICTURED AT RIGHT:

The entire section of existing LA 1 between Golden Meadow and Leeville (in red) is projected to be inundated monthly by tidal waters by 2050. Fortunately, most Port Fourchon facilities have been built up through port development, having higher elevations than existing Louisiana Highway 1, their sole access road. The new LA 1 (in yellow) is not inundated due to its significantly higher finished elevation of 22 feet above sea level. (right) →

PICTURED BELOW:

Significant low-lying sections of LA 1 between Golden Meadow and Leeville (in red) are projected to be inundated with tidal water on a monthly basis by 2030, according to analysts at environmental research firm Stratus Consulting. Road closures or conveying would occur at these high tide events, significantly disturbing the flow of commerce throughout the region. (below) ▼



NOAA Estimated Inundation of LA 1 at Its Lowest Elevations (7.44 mm) between Golden Meadow and Leeville Due to Sea Level Rise

4-Year Period	Occurrences of Inundation (# of tides)	Duration of Inundation (hours (percent of total time))
1987-1990	0	0 (0%)
2027-2030	124	960 (6%)
2047-2050	1127	19,163 (55%)
2097-2100	1334	33,699 (96%)

NOAA's analysis above agrees with inundation maps at left and above, produced by environmental research firm Stratus Consulting. Such inundation could result in highway closures much sooner than previously anticipated.



Funding Atmosphere Requires Modifying Construction Strategy

by: Henri Boulet, Executive Director of the LA 1 Coalition

With larger highway funding programs not likely to survive reduced federal budgets, and our host state of Louisiana facing a \$1.6 billion budget shortfall for the 2011-2012 fiscal year, the LA 1 Coalition in February moved forward with asking the Louisiana Department of Transportation and Development to segment Phase II of the LA 1 Project.

We feel that our chances for constructing the project are far greater with a segmentation approach by allowing us to garner a percentage of construction costs over time, rather than waiting to amass \$285 million all at once. This newsletter includes a map of what state transportation officials feel is the most efficient and construction-friendly segmenting of the 8.2 mile segment between Golden Meadow and Leeville.

The LA 1 Coalition is now focusing its efforts on funding Segment A of Phase II, expected to cost approximately \$45 million. Considering the current budget climate, this alone is no small challenge.

I want to thank LA DOTD Secretary Sherri LeBas and the entire LA 1 Project Team for agreeing to work with our community, especially during these changing and challenging times. I also thank you, our members, for your continued support of our very focused efforts, and I look forward to celebrating the completion of the Leeville to Port Fourchon segment with you later this year!



Boulet and Falgout Meet with U.S. Transportation Official

On February 10, LA 1 Coalition Executive Director Henri Boulet and Chairman Ted Falgout met with David Kim, U.S. Department of Transportation Deputy Assistant Secretary for Governmental Affairs, in Washington. Boulet and Falgout urged support for an inclusion of funding for the LA 1 Project in the reauthorization of SAFETEA-LU, a major federal highway funding bill originally adopted in 2005. They also discussed the benefits of segmenting Phase 2 of the project to more quickly achieve funding to begin construction.

While in Washington, the Coalition representatives also met with members of Louisiana's Congressional delegation and committee staffers.

Studies Show Existing LA 1 Under Water by 2050

Two recent tidal inundation studies completed in cooperation with the LA 1 Coalition estimate that the existing LA Highway 1 between Golden Meadow and Leeville has less than 40 years of life left before being covered in water and impassible for more than 300 days per year.

The effects of sea level rise and subsidence on LA 1 traffic and national commerce, however, will begin to be experienced even sooner, according to modelings conducted by the National Oceanic and Atmospheric Administration (NOAA) and environmental researchers at Stratus Consulting.

By 2027, NOAA predicts inundation levels that will require closure of the roadway between Golden Meadow and Leeville more than 30 days per year, greatly impacting access to Port Fourchon and hurricane evacuation. Similarly, Stratus Consulting estimates that significant portions of the highway will be inundated and closed on a monthly basis beginning in 2030.

"It is very compelling to see that both federal government and private industry scientists agree on the fate of LA 1 if no action is taken," says LA 1 Coalition Executive Director Henri Boulet. "Clearly, if we are to maintain highway access to this nation's most critical energy port, LA 1 between Golden Meadow and Leeville must be elevated. We will take this information to all agencies and organizations with whom we meet."

Two inundation maps produced by Stratus Consulting have been printed on an insert in this newsletter.

Road Construction Ahead: An Update on the LA 1 Improvement Project

Phase 1A - Construction of the two-lane elevated highway from Leeville to Port Fourchon was 88 percent complete as of April 30, 2011. The roadway is expected to be opened to traffic by the end of October 2011.

Phase 2 - Geotechnical work, rights-of-way acquisition and the roadway alignment process continue for the proposed two-lane elevated highway from Golden Meadow to Leeville, and the LA 1 Coalition continues to take an active role by attending meetings with the project team and significant property owners. Contractor Wilbur Smith is working on the final plans for relocating Bollinger Canal under a future overpass. Relocation is necessary to provide adequate access for marine transportation. Pipelines have complicated both final alignment plans and construction access canal plans, but the process is progressing. Contractors have completed tapping and testing unidentified pipes located within the project area.

Phase 2 geotechnical work is being funded by \$3.5 million allocated by Lafourche Parish and the Greater Lafourche Port Commission. Thank you!



Chairman's Report

- by Ted Falgout, Ted M. Falgout & Associates

No Stone Left Unturned

In this Chairman's Report, I want to brief you on the untiring effort that the Coalition is exercising to find major construction funding for our critical project. We are hopefully leaving "no stone unturned," and if you think there may be another "stone" out there that we've missed, we want to know about it.

Being unsuccessful in obtaining any federal stimulus money from the TIGER 1 & 2 programs has not dampened our spirits or our will to explore any and every avenue available for funding construction of this project. After being "snubbed" by TIGER, and with no major highway infrastructure bill on the horizon, our traditional funding options appear to be somewhat limited. Therefore, we are now focusing on the myriad of programs related to the region's recovery and long-term sustainability. These may be our most realistic opportunities for significant funding in the near term.

Henri has tirelessly presented our project and how it

relates to recovery and regional sustainability to group after group after group. Many had no clue of the significance of LA 1 and that it could possibly fit the broader interpretation of their mission.

Two such organizations are the Gulf Coast Recovery Task Force and the Coastal Protection and Restoration Authority. Both warmed up to the idea of funding eligibility when Henri explained to them the vital role LA 1 plays in oil spill response, energy production, coastal restoration, hurricane evacuation, seafood transportation and recreational opportunities. Now that Phase II of the LA 1 Project will be segmented for construction funding, we may have our best opportunity to achieve valuable financial support from these non-traditional sources.

I want to assure you that, although the low hanging fruit may be picked, your Coalition is climbing every branch in our sight to advance our critical highway project!

Spreading the Word About the LA 1 Improvement Project

• On March 16, LA 1 Coalition Executive Director Henri Boulet presented findings of two tidal inundation studies on southern portions of LA 1 to members of the **Coastal Protection and Restoration Authority** during a meeting in Houma. According to a column in *The Courier*, state officials have been warned by local officials and NOAA that the highway's future service to the state and nation is limited.

• Boulet and Coalition Chairman Ted Falgout had an opportunity to discuss LA 1 funding needs with **Congressman Doc Hastings, Chairman of the House Natural Resources Committee**, on April 18 when Committee members conducted a hearing in Houma. Chairman Hastings had flown over the coast a day earlier. He said he saw Phase 1A of the LA 1 project under construction and fully recognizes the need to complete the elevated highway to Golden Meadow.

• In a presentation to the **Gulf Coast Ecosystem Restoration Task Force** on February 28 in New Orleans, Boulet stressed how vital LA 1 is to the long-term sustainability of the region, state and nation. "LA 1 plays a vital role in America's energy security and significant roles in Louisiana's tourism and seafood industries... I am here today to ask you to please incorporate in your plans a funding mechanism to secure this critical infrastructure," said Boulet.

• On February 16, Boulet commented at a scoping meeting on **BOEMRE's 2012-2017 Five-Year Leasing Plan for the Gulf of Mexico**. "We support the proposed GOM lease sales in the 2012-2017 five-year plan. We believe that drilling can be done safely as it has been done with thousands of wells. While we acknowledge the troubled Macondo spill, we know well that government authorities are responding with needed increased safeguards," he said. "The Outer Continental Shelf Revenue Sharing Funds are extremely vital to our coastal restoration efforts and that of securing our coastal infrastructure like LA 1."

• The LA 1 Coalition has also participated in other recent regional meetings and events, including:
- Bayou Region Legislative Delegation Meeting with Governor Jindal on LA 1 Funding Needs, May 11
- Gulf Coast Environmental Action Committee, May 12
- NOAA Administrator Roundtable Discussion on Regional Sustainability, May 13
- State Legislative Redistricting Public Meeting, February 21 in Houma
- Leadership Lafourche, April 14

