

I N D E X

PORT COMMISSION
OF THE
PORT OF HOUSTON AUTHORITY
OF THE PORTS OF HARRIS COUNTY, TEXAS
October 12, 2021

Minute No.

Event/Action

General

Chairman Campo convened the in-person and virtual Port Commission meeting and provided opening remarks along with Port Commissioners

Appearances

- 2021-1012-01 Chairman Campo recognized Elina "Ellu" Nasser, Environmental Defense Fund, who addressed the Port Commission
- 2021-1012-02 Chairman Campo recognized Elizabeth Slomba, Public Citizen, who addressed the Port Commission
- 2021-1012-03 Chairman Campo recognized Leticia Ablaza, Air Alliance Houston, who addressed the Port Commission

General

- 2021-1012-04 Chairman Campo recognized Mr. Guenther to present Item D1
- 2021-1012-05 Approve staff's ranking of vendors and award a construction contract for dredging of the Houston Ship Channel between Station 138+369 and 73+476 (Segment 1A), as described in Design Package 3/4A, to the top-ranked proposer: staff ranking – first, Great Lakes Dredge & Dock Company, LLC; and second, Weeks Marine, Inc.
- Port Commission adopted the staff-recommended ranking and authorized award
- 2021-1012-06 Chairman Campo recognized Mr. Heidt to present Item D2
- 2021-1012-07 Amend the professional services contract with TC&B/GBA, a joint venture of Turner Collie & Braden Inc. and Gahagan & Bryant Associates, Inc., to provide construction-phase services for engineering, design, project coordination, and other general assistance for the Houston Ship Channel Expansion Channel Improvement Project

Adjourn Meeting

**Port of Houston Authority
Port Commission Public Meeting**

**Houston, Texas
October 12, 2021**

A public meeting of the Port Commission of the Port of Houston Authority of Harris County, Texas was convened on October 12, 2021, at 10:00 a.m., at the Port of Houston Authority Executive Offices, Fourth Floor Boardroom, at 111 East Loop North, Houston, Texas 77029, and via Cisco WebEx. The following commissioners, staff, and counsel were present:

Ric Campo, Chairman
Wendy Cloonan, Commissioner
Dean Corgey, Commissioner
Cheryl Creuzot, Commissioner
Stephen DonCarlos, Commissioner
Clyde Fitzgerald, Commissioner
Roy Mease, Commissioner
Roger Guenther, Executive Director
Erik Eriksson, Chief Legal Officer
Tom Heidt, Chief Operating Officer
J. Kent Friedman, outside counsel

Chairman Campo began his opening remarks by noting the historic significance of the meeting. He commended staff on the great work accomplished in bringing the Port Authority to the current point of awarding the first contract for the deepening and widening project (Project 11). The agenda item up for approval included large benefits to air quality and had a significant minority and woman-owned business enterprises (M/WBE) component included.

Commissioner Fitzgerald congratulated Mr. Guenther and staff on their achievement, Commissioner Corgey remarked that the impossible had been accomplished with nothing, and Commissioner Mease emphasized that the project had been developed in record time.

Commissioner DonCarlos stressed that he was concerned about the cost; it was significantly higher than the original estimate. However, he was anxious to get moving as the effort so far had been phenomenal.

(2021-1012-01) Chairman Campo recognized Elina “Ellu” Nasser, Environmental Defense fund, who addressed the Port Commission.

Ms. Nasser remarked that she was both anxious and eager to hear about the terms negotiated in the forthcoming agenda item. She was concerned about the potential emissions related to Project 11 and there were promising indications that priority had been given to companies that used cleaner equipment, which was good.

Ms. Nasser stressed that if those who bid on the project used Tier 1 tugs and dredges, there would be a large decrease in NOx resulting from cleaner equipment being used. Going as far as using Tier 3 equipment would result in an additional 1,500 tons of NOx compared to Tier 1 equipment.

(2021-1012-02) Chairman Campo recognized Elizabeth Slomba, Public Citizen, who addressed the Port Commission.

Ms. Slomba explained that she lived in the historic Second Ward and was also a representative of the Healthy Port Communities Coalition. She wanted to see the cleanest equipment used for Project 11 and would like to see the preventative measures outlined by the Texas Council on Environmental Quality (TCEQ) followed to ensure the health and safety of those living near the port. The Port Authority should consider the health of its neighbors by giving preference to contractors that used lower-emission technology. She requested that lower-emission technology be given consideration for Segments 4, 5, and 6 as the surrounding communities were the most vulnerable to air pollution within those segments.

(2021-1012-03) Chairman Campo recognized Leticia Ablaza, Air Alliance Houston, who addressed the Port Commission.

Ms. Ablaza noted that she too was a part of the Healthy Port Communities Coalition. She recognized the large amount of engagement she had with Port Authority staff with regard to the Port Authority's environmental impacts. Her family lived close to the Houston Ship Channel and so many of the decisions made by the Port Authority impacted her directly. She also appreciated the outreach from staff to talk about ways to better Project 11, and looked forward to the continued discussion of ways to benefit the economy and effect positive health benefits to the community.

(2021-1012-04) Chairman Campo recognized Mr. Guenther to present agenda Item D1.

Mr. Guenther remarked that Item D1 was for an award to Great Lakes Dredge & Dock Company (Great Lakes) to dredge the Houston Ship Channel, specifically Segment 1A from Bolivar Roads to Redfish Island, and as early as next month, a request for proposals would be put out for bids for Segments 1B and 2.

The dredging project would widen the channel to 700 feet in an eleven-mile stretch, and shoreline protection and the construction of a new bird island would result from the project. The cost estimate went from \$81 million during the feasibility study in 2019 to \$71 million during the design phase and then, finally, to approximately \$95 million to the top-ranked vendor.

Mr. Guenther emphasized that staff was asking for approval to not exceed the amount of the bid. Staff did a thorough evaluation of the proposal cost and stood behind the estimate. TCEQ general conformance was based on an average of Tier 1 emissions and staff negotiated multiple options and selected the approach with the best reduction in overall NOx emissions. Through Selective Catalytic Reduction (SCR) retrofits to the dredge itself, and using a Tier 3 mechanical dredge, the final accepted proposal resulted in NOx emissions that were 68% better than Tier 1 and 48% better than Tier 3. Great Lakes would provide an analysis showing the effectiveness of the SCRs.

Mr. Guenther explained that to provide for the clean air technology, the start of the project had been pushed back by two to three months and it included a \$4.5 million expense.

Mr. Guenther highlighted the M/WBE participation encouraged by the selected proposer. If the project was being contracted by the Army Corps, M/WBE participation would likely not have been included in the bid package.

Mr. Guenther introduced Mr. David Simonelli, Chief Operating Officer of Great Lakes, the first-ranked proposer, to speak to the Port Commission.

Mr. Simonelli explained that Great Lakes was a publicly traded company and had successfully completed other deepening and widening projects; Great Lakes had also contracted on the prior deepening and widening of the Houston Ship Channel. He committed to delivering high-quality performance driven by skilled professionals, proven equipment, and safe production to effect safe environmental, social, and governance processes. He looked forward to building a strong partnership with the Port Authority to ensure a safe and successful first phase of Project 11, adding that Great Lakes had followed an injury-free safety process since 2005 and was committed to protecting water, air, and wildlife resources.

Mr. Simonelli committed to the investment in clean air systems and emphasized that Great Lakes had recently relocated its main offices to Houston in an effort to show the importance of dredging to the Houston area. The economic and social benefits of deepening and widening projects begin when the dredging starts.

In response to Chairman Campo's request, Mr. Simonelli addressed concerns related to the high cost of the proposal. There would be a lot of cut power due to the different types of soils to be dredged. Long pumping distances that required large amounts of horsepower also contributed to the higher-than-expected cost. The overall construction of the channel led to unproductive dredging which also factored into the cost. Finally, the cost of materials and the unavailability of labor also increased the cost.

Commissioner Fitzgerald questioned if Great Lakes could commit to seeing the project all the way through once started. He did not want to see dredges being rotated to other projects. Mr. Simonelli assured the Port Commission that the dredges would remain onsite until the dredging was complete.

Commissioner Corgey asked if a hopper dredge would be used. Mr. Simonelli responded that none were to be used.

Commissioner Mease questioned if there would be any way to insure the progress that was made against the effects of a hurricane or other natural disaster.

Charlie Jenkins, Senior Director, Asset Management & Strategic Coordination, stated there was no way to do so. He emphasized that the project was being done in 8,000-foot segments which, when completed, would be then turned over to the Army Corps, which would then be responsible for maintenance.

Commissioner Corgey noted that Great Lakes had an excellent reputation, and agreed that the firm was committed to safety and environmental stewardship.

Commissioner DonCarlos was encouraged by the environmental improvements exceeding Tier 3.

Chairman Campo wanted to be transparent with the environmental impacts and go above and beyond the minimum required. He was fine with the additional cost of doing so.

(2021-1012-05) RCA D1 was presented. Commissioner Mease moved for staff's ranking of vendors - first, Great Lakes Dredge & Dock Company, LLC; and second, Weeks Marine, Inc., seconded by Commissioner Corgey. Chairman Campo, and Commissioners Cloonan, Corgey, Creuzot, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RCA D1 PASSED.

(2021-1012-06) Chairman Campo recognized Mr. Heidt to present agenda Item D2.

Mr. Heidt explained that the item was to amend the contract to provide design project coordination services. The services allowed for additional people to watch and oversee the construction, as Port Authority staff did not have the capacity to do so.

In response to a question from Commissioner Mease, Mr. Heidt affirmed that someone would be on the dredges almost daily to observe what was being pulled out of the channel.

(2021-1012-07) RCA D2 was presented, moved by Commissioner DonCarlos, seconded by Commissioner Corgey. Chairman Campo, and Commissioners Cloonan, Corgey, Creuzot, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RCA D2 PASSED.

Chairman Campo offered his congratulations to staff for successfully awarding the first contract.

Commissioner Mease commended those who worked hard and made the environmental concessions. He hoped that the various environmental groups that had previously expressed concern with the project were satisfied with the improvements made. He also emphasized that the Port Authority was one of many entities along the Houston Ship Channel and was not solely responsible for the various environmental concerns that had been voiced.

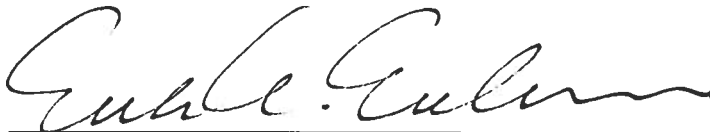
Mr. Jenkins, responding to Commissioner Corgey's question of when the work would commence, explained that there were details to still work out. The current plan was to begin work in March of 2022 and finish the 11-mile stretch the following December. The deepening and widening of the segment would offer immediate benefits to ships traversing the channel.

At 10:33 a.m., Chairman Campo adjourned the Port Commission meeting.

The above is a correct copy of the Minutes of the October 12, 2021 meeting of the Port Commission of the Port of Houston Authority.



Ric Campo, Chairman



Erik A. Eriksson, Secretary



Agenda Item Details

Meeting	Oct 12, 2021 - PORT COMMISSION OF THE PORT OF HOUSTON AUTHORITY
Category	D. GENERAL
Subject	1. Approve staff's ranking of vendors and award a construction contract in an amount not to exceed \$95,375,349 for dredging of the Houston Ship Channel between Station 138+369 and 73+476 (Segment 1A), as described in Design Package 3/4A, to the top-ranked proposer: staff ranking – first, Great Lakes Dredge & Dock Company, LLC; and second, Weeks Marine, Inc.
Access	Public
Type	Action
Recommended Action	The Port Commission, at its October 12, 2021 meeting: (a) approve staff's ranking of vendors, based on the selection criteria, in the following order – first, Great Lakes Dredge & Dock Company, LLC; and second, Weeks Marine, Inc.; (b) award a construction contract to the top-ranked proposer for dredging of the Houston Ship Channel between Station 138+369 and 73+476 (Segment 1A), as described in Design Package 3/4A, in the amount not to exceed \$95,375,349; (c) grant authority, if a contract cannot be negotiated with the first-ranked vendor, to formally, and in writing, end negotiations with that vendor, and proceed to the next vendor in the order of ranking until a contract is reached or all proposals are rejected; and (d) further authorize the Executive Director to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Public Content

Category:

Awards, Amendments & Change Orders

Department:

Channel Improvement

Staff Contact:

Lori Brownell

Background:

This proposed contract would carry out the first dredging work performed in connection with the Houston Ship Channel Expansion Channel Improvement Project (Project 11), widening Segment 1A of the channel, from Station 138+369 to Station 73+476 (Bolivar Roads to Redfish).

Port Authority staff conducted several informational meetings for companies within the dredging industry to better acquaint them with this work. As is customary, the Port Authority also notified vendors regarding its request for proposals (RFP) for the contract, using the Port Authority's BuySpeed Eprocurement System, and advertised it on the Port Authority's website and in a local newspaper. Forty-seven vendors downloaded the project materials from BuySpeed.

Staff Evaluation/Justification:

On August 25, 2021, two RFPs were received and opened. The responses were reviewed and evaluated by staff in accordance with the selection criteria published in the RFP. Staff identified the following vendors, listed in order of ranking, as providing the best value to the Port Authority for the required construction services, giving consideration to the evaluation factors set forth in the RFP:

- Great Lakes Dredge & Dock Company, LLC
- Weeks Marine, Inc.

Following staff Executive Committee review, staff recommends that the Port Commission award this contract to Great Lakes Dredge & Dock Company, LLC and act as otherwise described above.



Agenda Item Details

Meeting	Oct 12, 2021 - PORT COMMISSION OF THE PORT OF HOUSTON AUTHORITY
Category	D. GENERAL
Subject	2. Amend the professional services contract with TC&B/GBA, a joint venture of Turner Collie & Braden Inc. and Gahagan & Bryant Associates, Inc., to provide construction-phase services for engineering, design, project coordination, and other general assistance for the Houston Ship Channel Expansion Channel Improvement Project, in an amount not to exceed \$3,904,545.
Access	Public
Type	Action

Recommended Action The Port Commission, at its October 12, 2021 meeting, amend the professional services contract with TC&B/GBA, a joint venture of Turner Collie & Braden Inc. and Gahagan & Bryant Associates, Inc., to provide construction-phase services for engineering, design, project coordination, and other general assistance for the Houston Ship Channel Expansion Channel Improvement Project, in an amount not to exceed \$3,904,545, and further authorize the Executive Director to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Public Content

Category:

Awards, Amendments & Change Orders

Department:

Channel Improvement

Staff Contact:

Lori Brownell

Background:

The Port Commission, by Minute No. 2019-1111-06, awarded professional services contracts to perform Pre-construction Engineering and Design (PED) and related services for the Houston Ship Channel Expansion Channel Improvement Project (HSC-ECIP). One of these contracts was awarded to TC&B/GBA, a joint venture of Turner Collie & Braden Inc. and Gahagan & Bryant Associates, Inc (the Joint Venture).

The PED services have been completed, the Port Authority has entered into a Project Partnership Agreement (PPA) with the U. S. Army Corps of Engineers to allow construction of portions of the HSC-ECIP, and a contract to construct the widening of the Houston Ship Channel (HSC) from Bolivar Roads to Redfish (Segment 1A) is now on the same agenda for Port Commission consideration as this item. If that contract is awarded, dredging will commence thereafter and is expected to be completed by the end of 2022.

Staff Evaluation/Justification:

To accommodate the size, timeframe, and resources needed to assure contractor compliance as provided for in the PPA for the Segment 1A construction project, Port Authority staff recommends obtaining professional construction-phase services from the Joint Venture.

In the judgment of Port Authority staff, the Joint Venture is the most highly qualified firm to provide these services.

Staff recommends the Port Commission authorize this amendment to the contract with the Joint Venture.