PORT COMMISSION MINUTES
SEPTEMBER 18, 2008

Be it remembered that a regular meeting of the Port Commission of the City of Long Beach, Mississippi, was begun and held at the Long Beach School District Central Office, 19148 Commission Road, in said City at 5:30 pm, it being the third Thursday in September, 2008, and the same being the time, date, and place fixed for holding said meeting. There were present and in attendance on said Commission and at the meeting the following named persons: Commission President Phil Kies, Commission Vice President James Hancock, Commission Secretary Barbara Reed, Commissioners Kaye Couvillon, Chuck Ryan, Mike Spruill, Steve Nicosia, Charles Purchner, Harbormaster Calvin Poupart, Port Attorney Bryan Vonder Bruegge, and Deputy City Clerk Stacey Dahl.

Absent the meeting was Commissioner Vernon Ehlers.

There being a quorum present and sufficient to transact the business of the Port Commission, the following proceedings were had and done.

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The meeting was called to order and Commissioner Reed made motion seconded by Commissioner Hancock and unanimously carried to suspend the rules and amend the agenda to include: V. Business Item #1A. Boating Infrastructure Grant (BIG).

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Commissioner Purchner made motion seconded by Commissioner Hancock and unanimously carried to approve the regular minutes of August 21, 2008, and the special meeting minutes of September 9, 2008, as submitted.

****

There came on for consideration the application for the Boating Infrastructure Grant Program. Said application ordered spread upon the minutes of this meeting in words and figures as follows:

Boating Infrastructure Grant Program
Tier 2 Development
Application Project summary

TITLE: Long Beach, MS Guest Moorings	NUMBER: STATUS:
APPLICANT: Long Beach Port Commission	CONTACT:
COSTS: $3.55M for all four phases Phase I $1,009,673 (this proposal) Phase II $1,294,750 Phase III $836,025 Phase IV $404,625	SPONSOR MATCH: Appropriation\Cash\in-kind

Description: Guest moorage is needed to facilitate transient boater access to port facilities and amenities within walking distance as they transit the Intracoastal Waterway in the northern Gulf of Mexico, specifically in the Mississippi Sound, and regional recreational boaters are accommodated for overnight stay. The guest moorage for the entire project will accommodate approximately 30 vessels greater than 26' in length in close proximity to both businesses in the harbor and the city of Long Beach, MS and pedestrian access to facilities and businesses in both the harbor and the downtown business district of Long Beach, MS. This proposal is for Phase I of the project which will encompass 225 feet of guest moorage, accommodating approximately 8 vessels 26' or greater. The Port of Long Beach, MS is located just south and east of the main downtown and business district of the city of Long Beach, MS (population approximately 17,000). The closes additional transient moorage is in Slidell, LA - ~50 nautical miles to the west, and Biloxi small craft harbor ~15 nautical miles to the east.

The objective is to add transient moorage as the harbor is rebuilt after hurricane Katrina. Lease holders within the harbor participate by granting public access right-of-way to the area on the waterfront side of their facility. Existing permanent harbor facilities will be utilized as much as possible to provide marina amenities for transient vessels and their passengers.

The 900' of guest moorage consists of a mixture of side-tie moorage along the north bulkhead of the harbor and a long pier on the western perimeter of the harbor that will accommodate additional vessels. The increased marine traffic will increase economic development for the Harbor and City of Long Beach, still recovering after Hurricane Katrina.

The project will be completed in four phases , beginning on the eastern end of the north side of the harbor, coinciding with the leaseholder's property lines, culminating in the addition of a 170' pier on the west side of the harbor. Several phases could be combined together in any single project year. Phase I is the proposal for the first year project.

LOCATION INFORMATION:
Located just south of the city of Long Beach, MS on the Mississippi Sound in the Gulf of Mexico.

SCOPE (ELEMENTS):
- Architectural & Engineering
- Lighting
- Permits
- Sales Tax
- Water Access Facilities

PERMITS ANTICIPATED:

Building Permit
Dredge/Fill Permit
Endangered Species Act Compliance
Water Quality Certification

LAST UPDATED:	DATE PRINTED:

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Development Costs

Phase I					
concrete bulkhead	LF	230	$1,500	$345,000	Demo existing or backfill
8' pier	LF	225	$1,350	$303,750	Piles, substructure, decking
water system	LS	1	$9,000	$9,000	
electrical System	LS	1	$58,100	$58,100	
6' concrete sidewalk	LF	360	$90	$32,400	
dredge	CY	1778	$20	$35,560	(-8' MLW)
Contingencies				$78,381	10%
Engineering and Inspection				$117,572	15%
Laundry Facility Upgrade				$10,000	Add laundry to existing shower facility
Marketing campaign/Materials				$20,000	marketing campaign design, ads in nautical mags.; clean Marina Marketing
Total Phase I				**$1,009,763**	
match				**$504,881**	
Phase II					
concrete bulkhead	LF	310	$1,500	$465,000	Demo existing or backfill
8' pier	LF	305	$1,350	$411,750	Piles, substructure, decking
water system	LS	1	$12,200	$12,200	
electrical System	LS	1	$66,200	$66,200	
6' concrete sidewalk	LF	305	$90	$27,450	
dredge	CY	2260	$20	$45,200	(-8' MLW)
Contingencies				$102,780	10%
Engineering and Inspection				$154,170	15%
Marketing campaign/Materials				$10,000	ads in nautical mags.; clean Marina Marketing
Total Phase II				**$1,294,750**	
match				**$647,375**	
Phase III					
concrete bulkhead	LF	185	$1,500	$277,500	Demo existing or backfill
8' pier	LF	200	$1,350	$270,000	Piles, substructure, decking
water system	LS	1	$8,000	$8,000	
electrical System	LS	1	$60,800	$60,800	
6' concrete sidewalk	LF	190	$90	$17,100	
dredge	CY	1371	$20	$27,420	(-8' MLW)
Contingencies				$66,082	10%
Engineering and Inspection				$99,123	15%
Marketing campaign/Materials				$10,000	ads in nautical mags.; clean Marina Marketing
Total Phase III				**$836,025**	
match				**$418,013**	
Phase IV					
concrete bulkhead	LF	0	$1,500	$0	Demo existing or backfill
8' pier	LF	170	$1,350	$229,500	Piles, substructure, decking
water system	LS	1	$21,800	$21,800	
electrical System	LS	1	$58,100	$58,100	
6' concrete sidewalk	LF	70	$90	$6,300	
dredge	CY	0	$20	$0	(-8' MLW)
Contingencies				$31,570	10%
Engineering and Inspection				$47,355	15%
Marketing campaign/Materials				$10,000	ads in nautical mags.; clean Marina Marketing
Total Phase IV				**$404,625**	
match				**$202,313**	

Total Project **$3,545,163**

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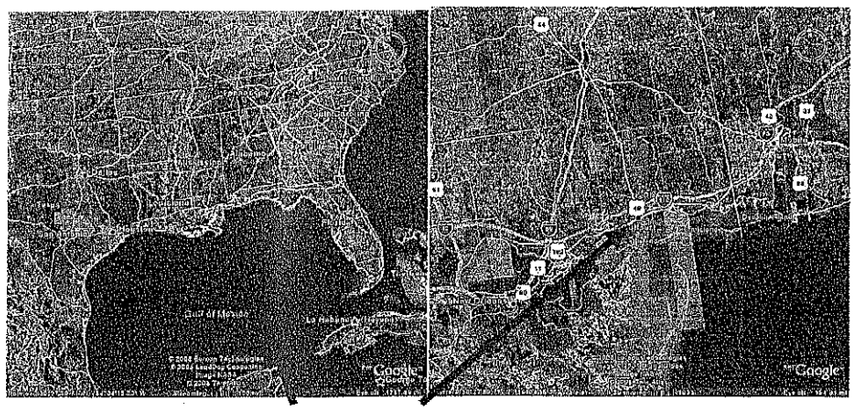
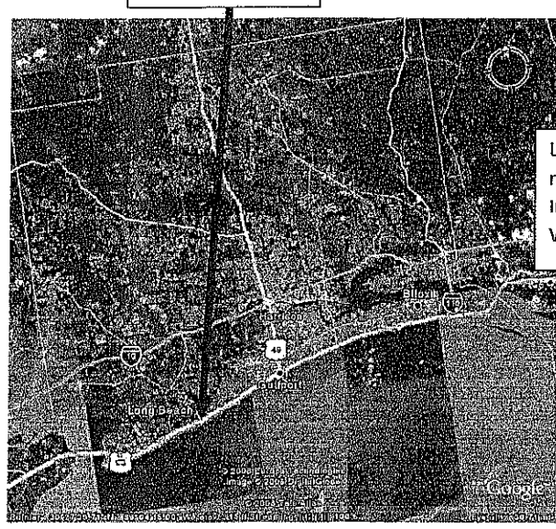


Long Beach Harbor



Located just north of the Intracoastal Waterway

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Long Beach Harbor and adjacent City of Long Beach amenities within walking distance

Restaurants:
Fine dining,
Moderate dining
& fast food

Coffeshop

Hair Salon

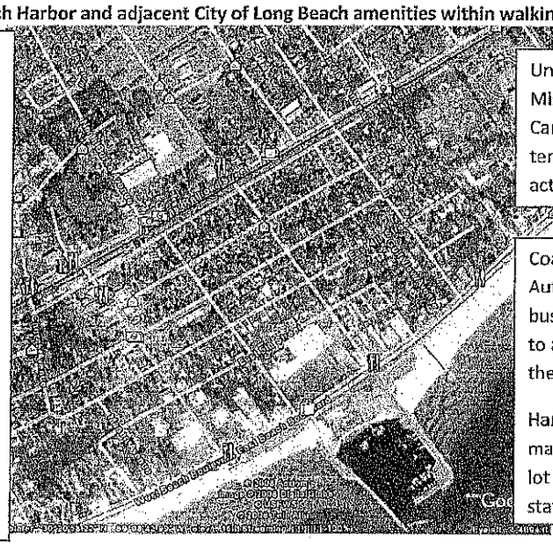
Grocery

Drug Stores

Gas Stations

Bed & Breakfasts

Public Library



University of southern Mississippi Gulf Park Campus Fitness trail, tennis courts, campus activities

Coast Transit Authority maintains a bus stop with access to amenities along the entire coast

Harrison county maintains a parking lot and changing station for beach

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BIG Evaluation Questions

1. *Under this proposal, will facilities be constructed, renovated, and maintained for tie-up facilities for transient nontrailerable recreational vessels 26 feet or longer? Explain.*

   Yes. This proposal is for Phase I of an overall project to add approximately 900 ft. of guest moorage to Long Beach Harbor, a recreational Harbor in the town of Long Beach, MS. Phase I consists of 225 feet of side-tie moorage which will accommodate approximately 8 vessels of 26' or greater. All moorings will have water and metered electricity and will accommodate a variety of vessels > 26' in length. Construction will also include the addition of laundry facility adjacent to the existing Harbor House (planned post-Katrina rebuild) and a walkway connecting the new guest moorage to the shower and laundry facilities.

2. *Does this proposal provide for public/private and public/public partnership efforts to develop, renovate, and maintain tie-up facilities? (These partners must be other than the US Fish and Wildlife Service and IAC.) Explain.*

   Yes, Right-of-Way access has been negotiated with the private leaseholder for Phase I for moorage and a walkway connecting the moorage to the harbor facility. When all four phases are completed, the leaseholders will provide the property Right-of Way for the walkway connecting the west-side guest mooring slips, the north side bulkhead mooring slips and the harbor house with the restroom, shower, and proposed laundry facility on the east side of the harbor. These partnerships not only provide the benefit of providing the right of way for the connector walkway, the high quality waterfront restaurants (Long Beach Lookout and Steve's marina) provide an added attraction for transient boaters very close to the transient moorings. The connecting walkway will also facilitate business for the restaurant traffic as well. The Long Beach yacht club offers public-access sailing lessons and boating activities, especially for children, another attraction for transient boaters.

3. *Does this proposal use innovative techniques to increase the availability of tie-up facilities for transient nontrailerable recreational vessels (includes education/information)? Explain*

   Yes. By utilizing the areas of the harbor that were previously not used for mooring and adding a connector walkway along the north side of the harbor, valuable waterspace is exploited to the maximum extent possible for transient vessels. Long Beach Harbor's close proximity to the Intracoastal Waterway transit between Texas and Florida makes it an ideal candidate for transient moorings. The close (walking distance) proximity of existing restaurants, shopping, coffee shops, public library, University facilities with exercise trails, tennis courts, public transit facility, in a relatively small town environment make it an ideal location for transient boaters. This proposal includes marketing Long Beach harbor as part of the clean Marina Program and developing a marketing campaign to increase knowledge of the harbor and nearby amenities. Marketing will include advertising in sailing guides, maritime and nautical publications.

4. *Does this proposal include private, local, or other State funds in addition to the non-federal match?*
   Yes. The private contributions are the public access right-of way for the connecting walkway (value is estimated 10% of the project but not included in cost calculations) and the matching state funds are from a combination of Tidelands grant money (40%) and Port Commission revenues (10%).

5. *Is this proposal cost efficient? Explain. (Proposals are cost efficient when the tie-up facility or access site's features add a high value compared with the funds from the proposal, for example, where you construct a small feature such as a transient mooring dock within an existing harbor that adds high value and opportunity to existing features (restrooms, utilities, etc.) A proposal that requires installing all of the above features would add less value for the cost.*

Yes. The proposal makes the most of available water space that could accommodate >26' non-trailerable vessels within the existing harbor. The plan is in line with the long-term vision for the harbor, which includes development of the north side boardwalk and shopping/restaurant plaza and expansion to the west. Additionally, the proposal uses existing restroom, shower, and pump-out facilities.

6. *Does this proposal provide a significant link to prominent destination way points, such as those near metropolitan population centers, cultural or natural areas, or that provide safe harbors from storms?*

Yes. The downtown area of Long Beach is directly across from Long beach harbor. Other destination amenities adjacent to the harbor or within walking distance include:

Beaches - swimming
fishing
Several Restaurants (fine dining, moderate dining, and fast food)
Marina Store
Historical Buildings
Gulf Islands National Seashore
Bed and Breakfasts
Coffee house
University Campus
Fitness Trail
City Park
Fuel
Drug Stores
Grocery Stores

7.Does this proposal provide access to recreational, historic, cultural, natural, or scenic opportunities of national, regional, or local significance? Explain

Yes.

- Long Beach has been called the "Friendly City" since its incorporation in 1905. Known for its excellent school system and low crime rate, Long Beach is a great place to visit. Its close proximity to the larger cities of Gulfport and Biloxi makes even wider entertainment options and business needs easily accessible.
- Long Beach is home to The Red Creek Inn, a country inn, vineyard and racing stable on the National Register of Historic Places and is open for tours.
- Fort Massachusetts, located offshore on West Ship Island, is part of the U.S. Department of the Interior's National Seashore. The fort may be toured on your own or with the assistance of park rangers. A ferry is available to take visitors to West Ship Island to enjoy the fort, surf-pounded beaches, surf fishing or serene exploring on this uninhabited island.
- The University of southern Mississippi's Gulf Park Campus (within walking distance of Long Beach harbor) is home to the magnificent Friendship Oak tree, believed to be more than 500 years old. It is said, so the legend goes, that those who enter its shadow are supposed to remain friends through all their lifetime no matter where fate may take them.
- For those interested in Southern culture and mansions, the Gulf Coast Garden Clubs open many historic homes and gardens massed with color during the annual spring pilgrammage.
- Several festivals are held annually that attract visitors to Long Beach and Long Beach harbor, including:
    - Cruisin' the Coast - Long Beach is proud and honored to be the Cruisin' Kick Off City and the site for the Cruisin' The Coast "Car Corral". Thousands of classic and antique cars from America parade through the streets of town rolling to a stop at the Long Beach Harbor for a "Rockin' At the Dock" party where participants and spectators dance the night away to hits of the 50s and 60s. Cruisin' The Coast is always the week preceding Columbus Day and has been billed as Americas largest block party. Cruisin' The Coast has become one of the Mississippi Gulf Coast's most anticipated events.
    - Kite Festival - This kite festival is located on the beach in Long Beach with lots of activities for all ages. There are kite workshops for kids and adults, contests for

competitive flyers, music, food, and much more. It is usually held the first Saturday in May.

- Christmas on the Avenue - This is an all day event featuring music, crafts, and food usually held the first Saturday in December.
- Mardi Gras parade - two Sundays prior to Fat Tuesday at 2:00 p.m. A really good viewing area is on Jeff Davis Avenue in the heart of Long Beach, within walking distance of Long Beach harbor.

7. *Does this proposal provide significant positive economic impact to a community? For example, is it a project that costs $100.000 and attracts a number of boaters who altogether spend $1million a year in the community? Explain.*
The entire project would provide a positive Economic Impact of up to 30 transient vessels per day to businesses especially in the proximity of Long Beach Harbor. Phase I costs (this proposal) of just over a million dollars could be recouped in just over a year in Economic Impact, assuming 4 people per vessel spend approximately $100 per day in dining, shopping, fuel, personal care, etc. Economic impact increases when combined with events occurring in the city (Cruisin' the coast, Kite Fest, Mardi Gras, Christmas on the Avenue, etc.) Long Beach Harbor is currently the only operating recreational harbor between Lake Pontchartrain (~50 miles) and Biloxi (~20 miles). Long Beach Harbor will have the Clean Marina designation and many amenities are within easy walking distance of the harbor.

8. *Does this proposal include multi-state efforts that result in coordinating location of tie-up facilities? Explain.*

Yes. Sailing events hosted by Long Beach yacht Club attract members from several states in the region. In addition, the Clean Marina Program, Sailing Guides, and the Intracoastal Waterway link the adjacent states in the region.

Program Narrative

STATE: Mississippi

PROJECT NO.:

PERIOD:

PROJECT TITLE:

JOB TITLE:

Objective

The objective is to add guest moorage to facilitate transient boater access to port facilities and amenities within walking distance as they transit the Intracoastal Waterway in the northern gulf of Mexico, specifically in the Mississippi Sound. The guest moorage for the entire project will accommodate approximately 30 vessels greater than 26' in length in close proximity to both businesses in the harbor and the city of Long Beach, MS and pedestrian access to facilities and businesses in both the harbor and the downtown business district of Long Beach, MS. This proposal is just for Phase I of the entire project, encompassing 225 feet of side-tie mooring. The Harbor of Long Beach, MS is located just south and east of the city of Long Beach. This proposal will begin the process of adding transient moorage to the existing harbor of the city of Long Beach, MS as the rest of the harbor is being rebuilt after hurricane Katrina. Lease holders within the harbor participate by granting public access to the area on the waterfront side of their business. Existing permanent moorage facilities will be utilized as much as possible to provide marina amenities for transient vessels.
The 900 feet of guest moorage consists of a mixture of side-tie moorage along the north bulkhead of the harbor and a long slip that will accommodate additional vessels. The increased marine traffic will increase economic development for the Harbor and City of Long Beach, still recovering after Hurricane Katrina.

Need

Recreational Boats currently have few mooring facilities between Lake Pontchartrain (~50 mi. to the west, and Gulfport/Biloxi ~15 miles to the east, approximately midway between Texas and Florida along the Intracoastal Waterway. Especially after Hurricane Katrina devastated most of the marine facilities along the coast, there is a need to develop transient moorage near the Intracoastal Waterway that offers not only port amenities, but facilities and amenities within easy walking distance of the harbor.

Results/Benefits

The proposed addition to the public harbor facility will provide amenities to transient boaters, economic development opportunities to the harbor and city of Long Beach, and infrastructure development for the boating community.

Approach

A public boat launch and permanent leased moorage of 240 recreational vessels is currently the predominant use of the harbor and is accessed from the east side of the harbor, there are two areas of the existing harbor that could be exploited for installation of transient moorage. The guest moorage slips consist of side-tie moorage along the north portion of the harbor and a single, long slip constructed on the West side of the harbor. A pedestrian walkway would connect the west side moorage, north side moorage, and the existing facilities on the east side of the harbor. The existing restroom, shower, marina store on the east side of the harbor will be upgraded to include a laundry facility for transient boaters. The pedestrian walkway connector would also facilitate business access to the waterfront businesses within the harbor. This construction is in line with the long-term vision for the Harbor which includes expansion to the west and the addition of a boardwalk with shopping plaza on the north side of the existing harbor.

Cost Estimate:
$1,009,673 for this proposal, Phase I; $3.55M for all four phases

Phase I	$1,009,673 (this proposal)
Phase II	$1,294,750
Phase III	$836,025
Phase IV	$404,625

(see detailed cost breakdown on page 3)

Operation Requirements

The added facility will become part of the Long Beach Port Commission operations and will be maintained by the Long Beach Port Commission.

Support

The project has the support of the Long Beach Port commission, current lease holder for Phase I, who will grant public access right of way for the moorage and the walkway, and the city of Long Beach. Right of way access and support from the other leaseholders will be obtained prior to beginning the subsequent phases.

Location

The proposed project is located on the north side of the harbor of Long Beach, MS along the MS Gulf Coast in the Northern Gulf of Mexico.

After considerable discussion, Commissioner Reed made motion seconded by Commissioner Hancock and unanimously carried to approve the submission of the aforesaid application, contingent upon the ability to withdraw the request in the event our matching funds are unavailable.

****

The commission recognized Mr. Keith Fulton, 18220 Commission Road, Long Beach, Mississippi, 39560, whose slip lease was terminated due to leaving a vessel in his slip during Hurricane Gustav. Mr. Fulton stated that he

has been a slip lessee for twenty-five (25) years, had moved one boat due to the hurricane and was attempting to remove the second boat when there was a mechanical failure. Mr. Fulton contacted SeaTow to remove vessel, but was told that they did not have a large enough boat available to remove his vessel. Mr. Fulton then notified his insurance company of the problem and verified that both his vessel and any damages caused to the pier, etc would be covered under his policy. There were no damages caused to Mr. Fulton's vessel or the pier.

After considerable discussion, Commissioner Reed made motion seconded by Commissioner Spruill and unanimously carried to allow Mr. Fulton to continue to lease slips in Long Beach based upon his lease history, status of insurance, and the efforts he made to remove his vessel during Gustav.

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Commissioner Reed left the meeting at 6:15 pm.

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There came on for discussion the nine (9) vessels that failed to be removed during Hurricane Gustav. The Port Attorney apprised the commission that letters had been sent to those lessees revoking their leases, based on instruction given to him at the September 9, 2008, special meeting of the Port Commission.

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There came on for review the Internal Control Worksheet, whereupon there was no action required or taken.

****

There came on for discussion harbor construction projects. It was determined that Commission Couvillon would meet with City Engineer, David Ball, and develop a spreadsheet as it relates to project schedules.

****

Commissioner Hancock made motion seconded by Commissioner Purchner and unanimously carried to approve Dockets of Claims #HBR090208 and #HBR091608, as submitted.

****

The commission recognized Mr. Calvin Poupart for the harbormaster's report. A bid package regarding the harborhouse is being compiled by David Ball and Michael Costelli for submission to FEMA. Mr. Poupart reported that the electrical damaged by the hurricane is being repaired. There was no action required or taken.

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The commission recognized Mr. Bryan Vonder Bruegge for the Port Attorney's report; whereupon Mr. Vonder Bruegge reported that letters to slips lessees that failed to remove vessels during the hurricane had been sent registered letters terminating their leases. Mr. Vonder Bruegge further reported that a registered letter had also been sent to Mr. Randall Temple terminating the bait shop lease as a result of the temporary building being left during the hurricane. There was no further action required or taken at this time.

****

There being no further business to come before the Port Commission at this time, Commissioner Hancock made motion seconded by Commissioner Couvillon and unanimously carried to adjourn until the next regular meeting in due course.

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APPROVED:

_____

PHIL KIES, PRESIDENT

DATE:

_____

ATTEST:

_____

STACEY DAHL, DEPUTY CITY CLERK