Central Louisiana Beltway Commission  
June 25, 2020  
Via Zoom  
11:00 am

**Attendees**

Mayor Jeff Hall (Chair)  
Mayor Clarence Fields   
Mayor Gail Wilking   
Dr. Paul Coreil  
Sandra McQuain   
Craig Smith   
Keith Sayer  
Deborah Randolph  
Relden Owens  
Don Arnold

**Others in Attendance**

Jonathan Bolen   
Matt Johns  
Blake Powell  
Heidi Murrell

Mayor Jeff Hall called the meeting to order.

**Agenda**

**Beltway Commission Housekeeping Project for Approval**

1. DRAFT Regional Beltway Technical Memorandum

Jonathan Bolen explained the purpose of the Beltway Technical Memorandum which has been worked on by several different groups including, Beltway Commission, Transportation Advisory Committee, Transportation Policy Committee, and Project Steering Committee. There are three possible routes. We did not have the resources to conduct a cost estimate for all three alternatives. We took the most likely scenario and provided a cost estimate on it. Since Belt 1 was the initially proposed project and the southern portion of which was designated in the Louisiana State Wide Transportation Plan as a priority A Mega Project we decided to proceed with that one. The southern loop was slightly expanded to incorporate the mega sites at The England Industrial Airpark. This is what we used to conduct our cost estimate. This is the smallest loop but there is still have 45 miles of roadway, 11 interchanges, 2 river crossings, 7 rail overpasses, 4 bride crosses, and 4 road overpasses. Matt Johns stated the cost to be roughly over a billion dollars for the southern portion and 2 billion for the entire loop. Reldon asked if there were three different beltways initially and now a fourth. Am I clear in understanding that beltway 4 is the proposed suggested route based on the land use study model? Matt Johns explained that preliminary Cost Estimates had to be put together for the state. As staff, we put together what most likely would happen, we couldn’t make the decision without you. It is there as another option. We may not get another north bridge over the river since we have the Curtis Coleman Bridge now. All of this is flexible and you will help determine, one, if you like the document and is there enough data research to give you what you looked for in the beginning and if so we would ask for a vote for you to accept it. Secondly, do you feel like this is feasible enough to move forward that you would say yes to continue looking for funding, to start prioritizing segments, and continue working with the Beltway Commission to find segments we want to build and what order, and find the funding to get it complete? Beltway 4 is not the designated route, it was put together for the state. Reldon-I am still not clear if there is one route of the suggested three and then the fourth for the other study. Is there a particular route that is the most feasible based on the land use model that has been prepared? Matt Johns-The smaller of the routes tend to be most feasible. I encourage you when you are reviewing the document to look at the Land Use Suitability Map without the loops on them. What you will see is some bands of green that actually look like a loop and may be where the route goes. Everything that we have proposed are still fluid. They will move any direction that you guys tell us to go which will have to do with who owns the land, can we acquire it, working through all the right of way acquisition, environmental process when we start identifying segments. None of the routes are set in stone. The smaller you go the more feasible it becomes. Reldon-If we make a motion to accept the technical memo, we are only accepting the technical report, we are not officially designating a particular route? Is that correct? Matt Johns-yes. Mayor Hall-On the analysis of gas and electric lines, what is the size of the transmission lines and specific voltage? Was distribution gas lines included or just the transmission lines? The city has tremendous amount of dark fiber. What is the legality of using it? Was that considered because there is several million dollars that is around Alexandria? 80% of it is dark, the rest fire, police, and municipal use only. Matt Johns-We do have the data to dig into larger transmission feeds. Gas, the same thing, I believe we have the sizes of the pipes available. When we get into the segments we can actually look at that. Regarding the fiber, we did collect all the information from the City of Alexandria I don’t believe we got fiber data from the city in 2014. That is definitely something we can supplement with the study.

A motion made to approve the adoption of Regional Beltway Technical Memorandum by Reldon Owens. The motion passes with no further discussion/comment and was unanimously approved with no opposition.

**Next Steps**

1. Determination whether to continue with Phase II or terminate the project.

A motion to continue with Beltway Commission Phase II by Reldon Owens. The motion passes with no further discussion/comment and was unanimously approved with no opposition.