

MINUTES

Capital Area Road and Bridge District CARB-D Working Group Friday, June 7, 2019

I: Call or order

Scott Kirkpatrick called the meeting to order shortly after 10:00 a.m.

II: Roll Call Working Group Members

Present:

Tim Johnson, Kevin Durbin, William Daniel, James Setze, Scott Kirkpatrick, and Eric Kalivoda

Absent:

Sam Digirolamo, Fred Raiford

Kevin Durbin stated that the Louisiana Legislature approved funding for LA 1/LA 415 Connector, which will be the number one priority for West Baton Rouge Parish(WBR), but WBR is committed to this working group also and will stay plugged in. WBR feels that these are two independent projects with independent utility. WBR will pursue both projects as aggressively as possible. WBR thanks the business community for playing a huge role in supporting WBR projects.

III: Update

Scott Kirkpatrick stated that the Capital Region Legislative Delegation met with the DOTD administration in relation to efforts to secure funding to advance the work of CARB-D. DOTD administration has committed \$5M in funds from the general operating budget to advance the work of CARB-D. This is a tremendous contribution to advance the work on the RFP and now the goal is to pursue how that is implemented which is the goal of today's meeting. Now that the funding has been identified, today's goal is to talk through the RFP process in order to present an update to the District at the meeting on June 17, 2019, which would allow the procurement process to advance immediately.

IV: Review of handout: Draft RFP

Eric Kalivoda provided an overview of a draft RFP:

- The red and blue font depends on the decision of the CARB-D regarding pursuing a full control-of- access facility connecting I-10 East and West or a conventional highway facility connecting LA 1 to LA 30 and upgrading LA 1 and widening and upgrading LA 30. {The red or blue font will be deleted depending the decision of the CARB-D.}
- The RFP work scope is broken down into two phases. Phase I: Enhanced Planning and Phase II: Environmental Evaluation. The reason for phases is due to the guidance of the Trump administration to shorten the duration of EIS's and do some of the environmental work and eliminate some of the alternatives in the planning phase. There is a quote directly from recent

federal guidance in the draft RPF stating what has to be done prior to posting a Notice of Intent.

- The enhanced planning would narrow down to three alternatives that would go into the Environmental Impact Statement. To narrow that down, there would be public involvement, at least one public meeting in each parish that is impacted by one of the alternatives.
- Full freeway alternatives would require sub analysis on segments of independent utility to determine each segment's toll feasibility.
- The last two items on Phase I Scope of Work are to provide assistance to CARB-D to maintain website, etc.
- The main deliverables out of Phase I would be a report documenting Tasks IA through IK.
- Under the Trump administration, the EIS should be finished within 24 months. Therefore, a lot of the work must be done in the Enhanced Planning phase.
- Assistance for CARB-D will continue in Phase II. The deliverables in Phase II are: Draft EIS, Final EIS and Record of Decision, Technical Reports, detailed cost estimate, Project Management Plan, and refined traffic and toll revenue analysis for the selected alternative.
- Last page shows the requirements for the full advertisement.
- For a project of this size, there should be a grading team to score the proposals to narrow the proposals down to the top three. The top three proposers will give oral presentations to talk about how they will approach this project followed by questions and answers.
- The contract should be set up that if the consultant team does well with Phase I, we can continue to Phase II. If the Phase I consultant team is unsatisfactory, there would be an option to the end the contract and advertise for Phase II.
- A project manager would be assigned to this project. Moving to a P3 would be a separate effort.
- The Working Group was asked to email comments regarding to scope.
- The DOTD time frame for consultant selection with oral interviews is 6 months. The advertisement is generally for 30 days.
- Time is needed to prepare proposals, grading those proposals, preparation for oral interviews/presentations, and conducting oral presentations.
- Assuming the CARB-D approves the path forward on June 17th, the work can start on July 1, 2019.
- A project manager will be identified fairly quickly.
- It is important that Mr. Campbell, CARB-D Chairman, set the stage at the start of the June 17th meeting for the public to understand the process.
- It's important to get to the point where there is a preferred alternative. Once there is a preferred alternative, it can be presented to the public to seek funding.
- Three years is the soonest a preferred alternative can be determined.

- V: Model map presented by James Setze.
- Model map gives an idea of the traffic flows depending on type of road.
 - Modal map can be discussed at next meeting on Thursday, June 13th.
 - The District's decision of freeway versus conventional highway need to happen before the RFP goes out. What CARB-D needs to know on June 17th is:
 - 1) What is the difference in bridge usage?
 - 2) What is the ball park cost?
 - Construction cost does not mean all the construction has to be done at one time. But it must be all environmentally cleared and right-of-way must be purchased. There can be interim improvements but the other plans must be identified and the right-of-way for other plans must be purchased. This is an option that should be kept on the table. Option 3 would be to modify current roads with a big goal in sight. Under Option 3 the interstate would be the selection, with the knowledge that it would start currently with one phase. This should be reflected on the modeling and explained to the public.

VI: Other Business Next CARB-D working group meeting Thursday, June 13, 2019 at 2:00 p.m.
Tim Johnson will attend via conference call.

VII. Public Comments J. Basilica: **Q:** Will the DOTD Secretary make the selection similar to the Louisiana Watershed Initiative?

A: The District can attend the oral interviews, under the law they cannot vote. Federal regulations will be followed with the procurement.

The role of the CARB-D Commissioner and the technical team is to attend interviews and provide recommendations to the grading team. The District can write a letter of recommendation to the Secretary. The grading is the DOTD process before the oral interviews. The orals interview process is open to the District's input. There will be a Memorandum of Understanding (MOU) between CARB-D and DOTD.

Public: **Q:** Will the two north bridges take into account the Starring extension already highly developed now?

A: Starring extension is in the BR Moves and is being worked on.

Chairman's Comment (J. Campbell): The concern is time frames, ways to get around the 24 months and run both phases concurrently on parallel tracks. The mission is to get an extension from one side of the river to the other. The location should not be a point of contention. Wherever is the best location to move more traffic is what needs to be determined.

VII. Adjournment The meeting adjourned at 11:12 a.m.

MEETING NOTICE

Capital Area Road and Bridge District CARB-D Working Group

Meeting Date: June 7, 2019
Meeting Time: 10 AM
Meeting Location: Louisiana Department of Transportation and Development
1201 Capitol Access Road
Room 102B
Baton Rouge, LA 70802

Agenda

- I. Call to Order
- II. Roll Call
- III. Update on funding and process for advancing south bridge development
- IV. Review of draft RFP/RFQ
- V. Status of CRPC/DOTD Evaluation of Full Freeway Facility versus Conventional Highway/Expressway Facility
- VI. Other Business
- VII. Public Comment
- VIII. Adjourn



Capital Area Road and Bridge District
 CARB-D Working Group
 June 7, 2019
 10:00 AM
 LADOTD
 1201 Capitol Access Road
 Baton Rouge, LA 70802

Sign-In Sheet

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