



Louisiana Planning District 5

BOARD OF DIRECTORS MEETING
Wednesday, August 14, 2024, 12:00 PM
4310 Ryan Street, Lake Charles, LA 70605

Meeting Minutes

- I. Call to Order** Mayor Marcus Renfrow, Chair
Mayor Marcus Renfrow called the meeting to order

- II. Roll Call** Mike Hollier, Director

Mayor Marcus Renfrow - Responded present
Jacob Delahay - Responded present
Mayor Hal McMillin - No Response
Mayor Nic Hunter - No Response (arrived during Item VI)
Lisa Adams - No Response
Katie Armentor - Responded present
Mayor Mike Danahay - Responded present
Mark Kay Eason - Responded present
Mayor Henry Guinn - No Response
Kim Monte - Responded present
Creed Romano - No Response

Mr. Mike Hollier reported that a QUORUM had been reached.

- III. Reading and Adoption of Minutes** Mayor Marcus Renfrow, Chair
Action requested.

A MOTION to adopt the minutes of the June 26, 2024 was made by Mayor Marcus Renfrow and seconded by Mayor Mike Danahay. Hearing no objection, the MOTION carried.

- IV. Adding of Item to the Agenda** Mike Hollier
Action requested.

Mr. Mike Hollier requested adding Resolution No. 2284 Approving and Authorizing an Intergovernmental Agreement between the Town of Vinton and the Southwest Louisiana - Regional Planning Commission to apply for an Economic Development Administration Public Work and Economic Adjustment Assistance grant be added to the agenda. He added that this would be for an intergovernmental agreement between the Town of Vinton and the Regional Planning Commission.

Mayor Mike Danahay made a MOTION to add Resolution Number 2284 Approving and Authorizing an Intergovernmental Agreement between the Town of Vinton and the Southwest Louisiana - Regional Planning Commission to apply for an Economic Development Administration Public Work and Economic Adjustment Assistance Grant to the agenda. It was seconded by Mr. Jacob Dillehay. Hearing no opposition, the MOTION carried.

V. Financial Reports

Mayor Hal McMillin

Action requested.

In the absence of Mayor Hall McMillin, Ms. Brittany Shirley presented the financial report for June and July 2024. Ms. Shirley stated that the net income for June was \$20,085.75 and that the net income was \$29,929.76 for the month of July. There is an outstanding receivables balance of \$92,202.11.

A MOTION to accept the Financial Report was made by Mr. Jacob Dillehay and seconded by Mayor Mike Danahay. Hearing no opposition, the MOTION carried.

VI. Resolution No.2283 Approving and Authorizing Adjustment to FY 2023-2024 Annual Budget

Mike Hollier

Action requested

Mr. Mike Hollier stated that The Southwest Louisiana Regional Planning Commission evaluates finances annually in advance of the audit, and as such, is presenting a resolution that acknowledges two member governments, the City of DeRidder and the City of Oakdale, have not paid membership dues in the last four years. Mr. Hollier explained that the Executive Committee acted in June 2024 to remove these members from the board, and that this resolution acknowledges that the dues were not paid during the fiscal year, FY2023-24.

A MOTION was made to accept Resolution Number 2283 Approving and Authorizing Adjustment to FY 2023-2024 Annual Budget by Mayor Mike Danahay and seconded by Mayor Jacob Dillehay. Hearing no opposition, the MOTION carried.

VII. Southwest Louisiana Marion "Butch" Fox Regional Rail Plan

Mike Hollier

No action requested. For information only.

Mr. Mike Hollier stated that Ms. Marion "Butch" Fox, from Jefferson Davis Parish, was an advocate of rail development, but passed away without being able to follow through on her initiative. The Southwest Louisiana Regional Planning Commission applied for and received a grant from the Department of Transportation and Development to investigate and develop a rail study, which is approaching completion in the next months. An official report and presentation will follow, but the study found the following:

- The Port of Lake Charles has 30 (thirty) miles of public railroad.
- The Port of New Orleans has 10 (ten) miles of rail.

- One major rail line, running from the East to West coast, crossing the Calcasieu River, has a rail bridge that was built in 1904, yet much of the rail traffic and infrastructure now existing is centered on that bridge.
- Another aspect of the rail study is a recommendation to establish a rail research institute.

Mr. Hollier stated the staff has met with IronLev, an innovative rail company that uses existing rail infrastructure for transport. He envisions the possibility of a public-private partnership occurring among IronLev, the Port of Lake Charles, McNeese State University, Chennault, and the City of Lake Charles along the Sallier-12th Street designated arterial corridor as a pilot. He believes funds can be secured with no local costs. No action was requested on this item.

VIII. Current Living Regional Housing Database Presentation

Michael Bernard

No action requested. For information only.

The Southwest Louisiana Regional Planning Commission has eleven local partners, including four private entities, and six different direct data sets that are being used to develop the regional housing database. Overall, the Regional Planning Commission has had twenty sources with information put together to create a unique plan. With community help, staff was able to look at future development sites including multi-family dwellings and apartment complexes.

This information is critical in updating traffic analysis zones and modeling, providing insight on future road needs.

Mr. Yasik Nuamenko explained that maps and diagrams shown during the meeting have distinct colors to indicate different data. According to Mr. Naumenko, Calcasieu data has proven to be the most accurate. Unfortunately, Google maps may show homes under construction; however, upon driving the actual street, no houses were being built. He explained that staff can estimate occupancy using the 2022 Census.

Mr. Justin Habetz stated data sets created from the multiple resources allowed the team to categorize everything down to individual residence, apartment complexes, apartment lots, and mobile home parks while filtering out all schools, businesses, and empty buildings. Data shows the address, including city or town, state, house number, ward, and zone.

Mr. Mike Hollier state that arduous hours were put into this project to interface a dozen different databases. Mr. Mike Hollier stated the cost was between \$100,000 and \$125,000 and were one hundred manhours or more over approximately 9 months.

IX. Resolution No. 2281 Approving and Authorization USDA Broadband Technical Assistance Program Application

Jamie Gaines

Action requested.

The USDA Broadband Technical Assistance Program grant application is being requested to expand the fiber optic training currently provides at the SOWELA Lake Charles campus to

Leesville, Oakdale, and Jennings. Fiber is a growing industry, and a qualified workforce is needed.

A MOTION was made by Mr. Jacob Dillehay to approve and authorize Resolution No. 2281 USDA Broadband Technical Assistance Program Application to expand fiber option training, and seconded by Mayor Marcus Renfrow. Hearing no opposition, the MOTION carried.

- X. Resolution No. 2282 Approving and Authorizing DOT Charging and Fueling Infrastructure Grant Application.** Jamie Gaines
Action requested.

Ms. Jamie Gaines explained that the North Texas Council of Governments created a hydrogen corridor from Dallas to Houston and San Antonio with five dedicated hydrogen charging stations along route. Hydrogen is a clean fuel that can be converted into power for electric vehicles. She explained the potential for a hydrogen corridor between Lake Charles and Houston, Lake Charles through Alexandria to Shreveport and then to Dallas, closing the loop, and then from Houston through Lake Charles to New Orleans extending the I-10 corridor for hydrogen development.

According to Ms. Gaines, there is a requirement for a private partnership. Pilot Truck Stops is the private partner on the Texas corridor, and the Regional Planning Commission has been approached by Pilot Truckstop and Love's Truckstop to partner on the Louisiana project.

The grant application is for \$70 million dollars and would include five dedicated hydrogen charging stations. The deadline is August 28, 2024.

A MOTION was made by Mary Kay Eason and seconded by Mayor Nic Hunter to approve and authorize completing a DOT Charging and Fueling Infrastructure grant application. Hearing no opposition, the MOTION carried.

- XI. Resolution No. 2284 Approving and Authorizing an Intergovernmental Agreement between the Town of Vinton and Southwest Louisiana Regional Planning Commission to Apply for An Economic Development Administration Grant For Public Works And Economic Adjustment Assistance** Jamie Gaines
Action requested.

Ms. Jamie Gaines explained that a carbon sequestration facility under construction in West Calcasieu Parish, which recently received \$600 million dollars from the Department of Energy, and private development of an industrial park on Fabacher Road include plans to use the Town of Vinton's sewer and water systems, which would be over capacity with current needs alone, much less with those projects. The town's infrastructure will require \$14 million dollars in upgrades. Upgrades will require \$6 million in sewer and water, and another \$16 million for a new water tower and treatment facility. Staff is requesting authorization to enter into a cooperative endeavor agreement to facilitate funds for the project. Ms. Jamie Gaines stated that the Regional Planning Commission will be collecting administrative fees.

A MOTION was made by Mr. Jacob Dillehay to accept Resolution 2284 Approving and Authorizing an Intergovernmental Agreement between the Town of Vinton and Southwest Louisiana Regional Planning Commission to apply for an Economic Development Administration Grant for Public Works and Economic Adjustment Assistance and seconded by Ms. Mary Kay Eason.

Hearing no opposition, the MOTION carried.

XII. Regional Mobility Authority

Mike Hollier

Information only. No action being requested.

Mr. Mike Hollier reported that the board of directors has agreed to look at a regional mobility authority for the urban area not for the whole region. Having recently met with the new secretary of the Department of Transportation and Development, the Calcasieu River Bridge subject came up. Private investors are going to put up \$2.5 billion to build the bridge and will collect tolls over the contract's lifespan of fifty years. Private investors will net billions of dollars. If this area had a regional mobility authority, there would be about \$16 billion for private transportation infrastructure investment rather than private profits going to Spain and Canada.

XIII. Carbon CO2 Sequestration Preparation

Mike Hollier

Information only. Discussion.

Mr. Mike Hollier stated that an offshore sequestration contract being leased by the state is located in Cameron Parish. He stated that Louisiana, particularly Southwest Louisiana, is the epicenter of sequestration in the United States. If a person owns surface property, they own the surface rights. If the owner of the surface property has no production after ten years, they lose the mineral rights. If someone owns an acre of land and is in an extracted pool, they could get mineral rights and mineral rights payments. The CO2 sequestration is also in pools, and no one has figured out how to assess this situation.

In an exchange between Mr. Mike Hollier and Parish Administrator Jacob Dillehay regarding CO2 pools and mineral rights, it was established that Pool Space Rights belong to the surface owner. A mineral right is different from a pool space right. The state has already decided that so they are leasing up surface rights in Beauregard, Allen, and Vernon Parish.

The land grants being applied for allow for an allocated percentage for workforce development, meaning much of this deal with the school boards. Energy and natural resource companies cannot utilize existing pipelines so they will have to build. Depending on how the lease is structured, if it's a state-owned lease, the state will get thirty percent of the royalties. If landowners have a private lease that rule does not exist. Industries are making a push towards tax commission bottom dollar to depreciate upfront on this infrastructure and collect less property taxes on it. Industries are pushing to have laws written so that it does not benefit local governments. They are targeting large landowners. Allen parish formed a CO2 Committee and hired GEC to study the impact of ground water safety and environmental impacts. They will weigh the benefits versus the risks.

XIV. Underground Utilities Program (Undergrounding)

Mike Hollier

Information only. No action requested.

An undergrounding reference for Lake Charles and Sulphur was attached to the meeting documents. This was deferred due to time constraints.

XV. Stormwater Utility Authorization

Mike Hollier

Information only. No action required.

There is legislation to bill monthly for stormwater. This is directly tied to litter, which is jamming up drainage systems. This was deferred due to time constraints.

XVI. September Meeting Date and Time

Chair

Following discussion, September 25th was selected for the next meeting of the Board of Directors.

XVII. Public Comment

Chair

There were no public comments.

XVIII. Adjournment

Chair


A MOTION to adjourn was made by Mayor Nic Hunter and seconded by Mr. Jacob Dillehay.

Hearing no OBJECTION, the meeting was adjourned.



Marcus Renfrow
Chair

ATTEST:



Michael Hollier
Executive Director

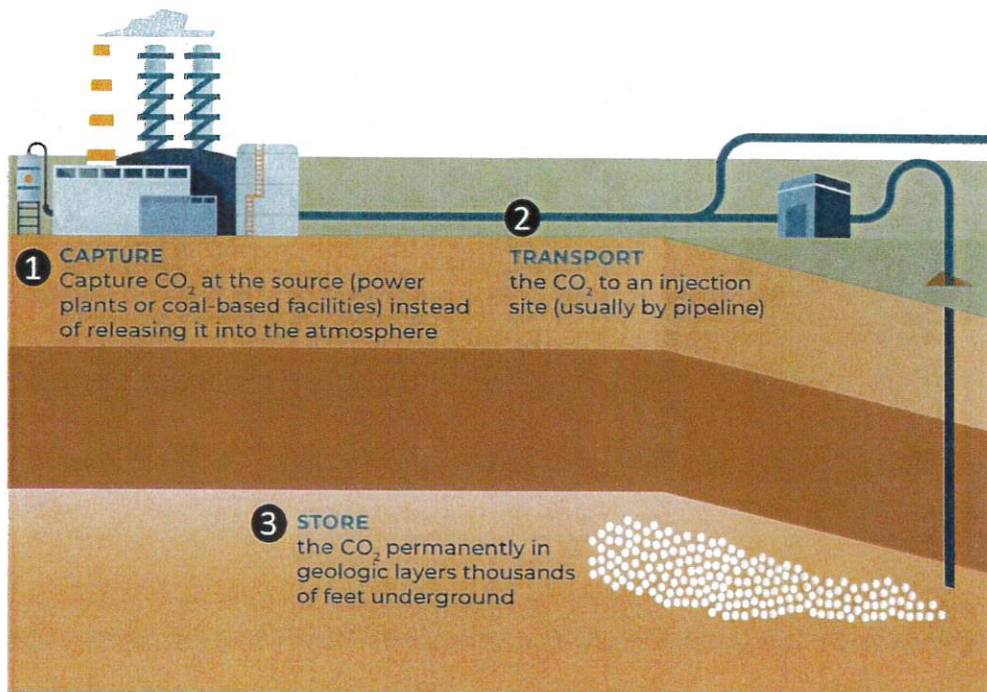
Class VI Carbon Sequestration Program

MAIN MENU:

[Overview](#)[Permits and Applications](#)[Public Hearings](#)[Applicant Information](#)[Primacy](#)

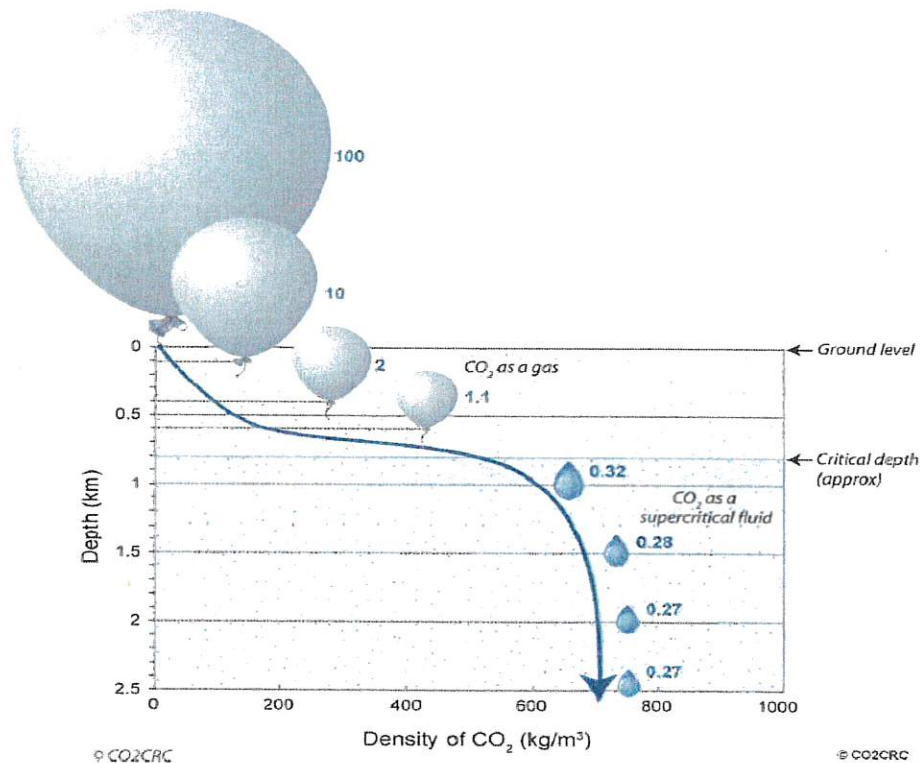
How Carbon Capture and Storage (CCS) Works:

CCS is a three-step process that involves capturing CO₂ at the source, compressing it for transport, and injecting it deep underground into rock formations. The first step, capturing the CO₂, involves separating CO₂ from other gases generated by industrial process facilities including fossil fuel-fired power plants, refineries, steel mills, and chemical plants. The next step, CO₂ transport, involves compressing the CO₂ for transport via pipelines or other methods to a suitable geologic storage site. Lastly, the remaining step is to store the CO₂ deep underground via injecting it into rock formations often at depths of one mile or more.



MODIFIED FROM WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY

The temperature and pressure conditions at these depths cause CO₂ to exist as a supercritical fluid; this supercritical CO₂ occupies significantly less volume than gaseous CO₂ allowing for increased amounts to be stored underground. The storage of supercritical CO₂ into deep underground rock formations is conducted through the use of Class VI injection wells. Class VI wells in Louisiana are currently regulated by the Louisiana Department of Energy and Natural Resource's Office of Conservation, Injection and Mining Division, Underground Injection Control (UIC) Section. In the context of CCS, the primary purpose of the UIC Section is to administer a regulatory and permitting program to protect underground sources of drinking water from endangerment by the subsurface emplacement of CO₂ through deep well injection.



For public information, contact Louisiana Department of Energy and Natural Resources Communications Director, Patrick Courreges, at (225) 342-0510 or Patrick.Courreges@LA.GOV (<mailto:Patrick.Courreges@LA.GOV>).

For project-related information, contact the Injection and Mining Division at Injection-Mining@LA.GOV (<mailto:Injection-Mining@LA.GOV>).

Mailing Address:

Department of Energy and Natural Resources
P.O. Box 94396, Baton Rouge, LA 70804-9396

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LaSalle Building
617 North Third Street, Baton Rouge, LA 70802

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SOUTHWEST LOUISIANA REGIONAL PLANNING COMMISSION

PROSPECTUS: Municipal Underground Utilities Initiative

BACKGROUND

Southwest Louisiana has experienced a rash of nationally recognized disasters over the past five years. Utility infrastructure damage was substantial with each event. Recovery taskforces, reports, teams, committees, and sustainability advisors consistently recommend placing overhead utilities underground. But the cost and timeline to replace overhead utilities underground is expensive and lengthy. The begging question: When might be the best time to initiate an underground utility program. Twenty years ago? Today? Twenty years from now?

WHY UNDERGROUNDING

Many people consider “undergrounding” an aesthetic issue, but there are critical purposes for planning, implementing, and sustaining a program placing overhead utilities underground. Electrical and communication technology has rapidly advanced and is accelerating each year. Twenty years ago, hurricanes, tornados, floods, freezes and even wildfires were inconveniences that interrupted electrical and communication services temporarily. Today, and particularly advancing into future decades, those same infrastructure needs can be expected to grow exponentially, in healthcare, education, business, industry, entertainment, financial, social, and transportation industries. Disrupting electricity and communication services will never again be merely an inconvenience: it will be critical.

PAYING FOR UNDERGROUNDING

If, and when a consensus is achieved, there is the essential question of how to pay for the new infrastructure initiative. Placing utilities underground encompasses all stakeholders. The question of who pays is not a public or private narrative.

A private utility may and can determine an undergrounding program whenever it deems. And subsequently plan, build and assess customers accordingly. A private utility operates to make money and serves no other purpose. A public utility operates from an entirely different need and purpose and serves constituents at the lowest cost possible. Private utilities are usually single purposed with one service. Public utilities are often multipurposed providing sewer, water, electrical, and other services. This Prospectus focuses on “undergrounding” by public utilities.

PLANNING FOR UNDERGROUNDING

Undergrounding has been implemented in small communities, as well as large metropolitan areas, throughout the United States for over seventy-five years. There are various approaches to consider once a decision to “underground” is reached. Irrespective of the choice, it will take time to implement a transition – as many as 30 to 40 years.

An underground utility transition requires a comprehensive, consensus-driven, community-focused, collaborative, and coordinated plan. Consideration should be given to the following options:

1. Establish an Underground Utility District covering the entire political jurisdiction.
2. Adopt a systematic street by street and block by block schedule for implementing the initiative.
3. Create an annual financial cash fund for an Undergrounding budget.
4. Adopt a monthly Utility Undergrounding Fee of \$(?) for all customers.

5. Identify current federal, state, and local grants available and applicable for Undergrounding.
6. Annually apply for federal and state grants to fund Undergrounding for multiple qualifying purposes.
7. Integrate street/road improvement projects with the Undergrounding Initiative Plan.
8. Design and develop specifications for leasing public, multipurpose chase conduits.
9. Adopt a "front foot assessment" to be paid out over ten years.
10. Identify the value of electric services.
11. Identify the value of fiber services.
12. Equalize the level of current investment in community undergrounding placing all users on equal footing.
13. Establish and adopt a mandate for overhead utilities to be underground by the end of 2050.
14. Formally identify and adopt the potential benefits of an undergrounding initiative:
 - a) Potential increased property value.
 - b) Potential increased fortified disaster protection
 - c) Potential maintenance cost savings
 - d) Potential improved public safety
 - e) Potential for more reliable service
 - f) Potential for enhanced aesthetics
 - g) Potential for leveraged arterial infrastructure improvements
 - h) Potential for public, multipurpose chase conduit investments
15. Secure, budget, and appropriate \$3-4 million annually for implementation of an adopted undergrounding initiative.
16. Fortify aboveground utility alternatives.
17. Cite National references, which recognize 65% reliability improvement resulting from underground utility installations, depending on locational circumstances.
18. Create a Citizens' Undergrounding Advisory Panel (CUAP) and follow through with recommendations.

THE SOUTHWEST LOUISIANA REGIONAL MOBILITY AUTHORITY
(Collaboration on Transportation Infrastructure)

PURPOSE

The Southwest Louisiana Regional Mobility Authority is proposed as an independent regional government agency created to improve the transportation system and network in the parishes of Allen, Calcasieu, Cameron, Beauregard, and Jefferson Davis by planning, designing, building, maintaining, expanding and funding transportation projects and programs consistent with local and regional transportation plans.

POTENTIAL DELIVERABLES:

- 1. CAPITAL PLAN**
 - a. Streets, Roads, and Highways**
 - b. Public Transportation (Transit)**
 - c. Bike and Pedestrian**
 - d. Rail**
 - e. Navigable Waterways**
 - f. Air Transport**
 - g. Transportation Technology**
- 2. PILOT PROJECTS AND PROGRAMS**
- 3. ANNUAL PROGRESS REPORT**
- 4. PUBLIC ROAD CONDITIONS REPORT**
- 5. REVENUE RESOURCES**
- 6. REGIONAL MOBILITY AUTHORITY GOVERNANCE**
- 7. APPROVED CAPITAL TRANSPORTATION PROJECTS**
- 8. TRANSPORTATION PROJECT MAINTENANCE**
- 9. TRANSPORTATION PROJECT MANAGEMENT**
- 10. INTERGOVERNMENTAL AGREEMENTS FOR IMPLEMENTATION**

REVENUE STREAM GENERATORS:

(see working list of options for discussion)

**SOUTHWEST LOUISIANA REGIONAL MOBILITY AUTHORITY
(SWLA-RMA)**

Referenced Funding Options by State

1. Arkansas: RMA may issue bonds and impose/collect tolls and charges with voter approval. Vehicle ownership tax. A county may levy a tax on the ownership of motor vehicles for the privilege of using public roads in the county.
2. Nebraska: Long term car rental sales tax.
3. Pennsylvania: Oil company franchise tax.
4. Kansas: County Equalization and Adjustment Fund – created to assure that after distribution of revenues, each county receives in total at least the amount received in prior year designated.
5. Oklahoma: State registration fee imposed on manufactured homes.
6. Minnesota: Non-metro county transportation sales tax can be implemented up to ½ cent sales tax without a referendum.
7. Georgia: One-time tax levied on the value of all new and used motor vehicles titled in the state, collected by the county tax commissioner before the new title is issued.
8. Nevada: Rental lodging tax up to 1% for transportation.
9. Montana: Oil and natural gas extraction fees.
10. Idaho: Three specific property taxes for roads – 1) General maintenance and operations. 2) Special and matching levy, and 3) Joint-county bridge levy.
11. North Dakota: Oil and coal production taxes.
12. Colorado: Road Safety Surcharge based on vehicle weight.
13. Michigan and Minnesota: Motor vehicle sales tax levied on the sale of new and used motor vehicles.
14. Wyoming: Severance tax on oil, gas and coal.
15. Texas: Pass through toll revenue and tax bonds – The funding method requires the county to finance and construct the project with TXDOT paying for a percentage of the cost over time through pass through toll reimbursement payments to the county.
16. Florida: State Comprehensive Enhanced Transportation System Tax – an additional excise tax levied on the sale of highway fuels. Tax revenues must be used in the transportation district and county from which they are collected. The tax rate varies by county and is indexed.

Other Potential Funding Options

- 1) Transportation network user fees: Local streets have no user charges. Arterials have user charges based on time of day and day of week. Vehicle user charges are camera documented. Vehicle owners invoiced monthly.

- 2) Standard toll facilities: Bridges and interstates or specific designated roadways and railways.
- 3) Kansas City: Boulevard network designed and built with a permanent front foot assessment fee established over one hundred years ago.
- 4) Special economic development sales tax for specific transportation corridors.
- 5) Electronic Litter Fines on designated arterials. Camera captured. Electronically issued.
- 6) CO2 Sequestration Pool public surface transportation subsurface rights payments.
- 7) Colorado, Minnesota and Washington State have adopted Retail Delivery Fees (50 cents on purchases of \$100 or more. Retailers with less than \$500,000 in sales the previous year are exempt from the Retail Delivery Fees)
- 8) Vehicle rental fees
- 9) Property Tax Millage

RS 48:771

PART VIII. CAPITAL AREA ROAD AND BRIDGE DISTRICT

§771. Creation of district; territorial jurisdiction

A. The Capitol Area Road and Bridge District is hereby created as a political subdivision of the state of Louisiana for the purpose of raising revenue to finance road and bridge projects to alleviate traffic congestion in the district. The district shall be comprised of all territories within the geographical boundaries of the parishes of East Baton Rouge, Ascension, Livingston, Iberville, and West Baton Rouge.

B. The creation of the district and the carrying out of its public purpose is in all respects public and governmental purposes for the improvement of the health, safety, welfare, comfort, and security of the people of the district, for whom the district will be performing a public obligation in the exercise of the powers conferred upon it by this Part.

Acts 2018, No. 488, §1, eff. May 25, 2018.

RS 48:2020**CHAPTER 26. THE LOUISIANA TRANSPORTATION
DEVELOPMENT ACT****§2020. Purpose; findings; determinations**

A. The development, improvement, expansion, and maintenance of an efficient, safe, and well-maintained system of roads, highways, transitways, and other transportation facilities are essential to Louisiana's economic health and promote intermodalism and the ability of business and industry to compete cost effectively on a regional, national, and global scale in order to provide a high quality of life for the people of this state.

B. The expansion of local transportation facilities is vital to growth and development of the parishes and the state.

C. Public sources of revenues, including federal funding, to provide an efficient transportation system have not kept pace with the state's growing population and transportation needs, and all available alternative sources of funding should be utilized to supplement available public sources of revenues.

D. Because public funding sources are not providing the state with sufficient funds to meet all of its transportation needs, it is determined that parishes and municipalities should be encouraged to utilize public/private partnerships as a means to assist the state in financing improvements to the state highway system and meeting local transportation needs.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

RS 48:2071

CHAPTER 30. LOUISIANA TRANSPORTATION AUTHORITY

§2071. Short title

This Chapter shall be known and may be referred to as the "Louisiana Transportation Authority Act".

Acts 2001, No. 1209, §2.

RS 48:1301**CHAPTER 7. ROAD LIGHTING DISTRICTS****§1301. Authorization to create consolidated road lighting districts**

The governing authority of any parish may create within such parish one or more consolidated road lighting districts comprised of one or more existing road lighting districts, together with, if so determined by the governing authority, territory not within the boundaries of an existing road lighting district. Consolidated road lighting districts so created shall constitute road lighting districts within the meaning of Sub-section C.1 of Section 14 of Article XIV of the Constitution and, as such, shall enjoy all rights, powers and privileges enjoyed by road lighting districts under and by virtue of the provisions of said Sub-section, including the right to levy taxes as provided therein. The governing authority of each such consolidated road lighting district shall be the governing authority of the parish creating the district.

Acts 1964, No. 223, §1.