

Lafayette *Metropolitan Expressway*

Technical Memorandum 5

PUBLIC INVOLVEMENT

Submitted By:

HNTB

In association with:

Wilbur Smith Associates
C.H. Fenstermaker & Associates, Inc.
PENSCO

**Lafayette
Metropolitan
Expressway
Commission**

May, 2005

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INTRODUCTION

The Public Involvement Technical Memorandum #5 documents the public involvement efforts associated with the LME Feasibility Study. The purpose of this inventory was to assess and summarize the various public events, publications and activities prepared to inform and involve the public. The following items were produced or organized as part of the public outreach effort:

- **LME Information Network** – A database including contact information of community groups, homeowner/tenants associations and other organizations representing different perspectives within the study area;
- **LMEC Website** – The website, www.lafayettexpressway.com, designed and maintained by the Acadiana Regional Development District (ARDD) including project overview, meeting notices and summaries, and contact information;
- **Project Brochure** – A brochure that includes the project overview and schedule, history on tolling and toll road information;
- **Media Briefings, News Releases, and Newspaper and Television Articles**, and
- **Public Meetings and Presentations** – Including: Community Meetings, Stakeholder Meetings, Briefings and Presentations.

PROJECT BROCHURE

The project brochure identified the study area, study schedule, an explanation of toll road history, toll road benefits and toll road operations. The brochure was used for widespread distribution to the community throughout the course of the feasibility study. The project brochure is included as *Exhibit 1*.

LMEC WEBSITE

The LMEC website is designed and maintained by the Acadiana Regional Development District (ARDD). HNTB has provided the ARDD with meeting notices, meeting summaries and presentations to be posted on the LMEC website throughout the length of the study. The website is located at www.lafayettexpressway.com and includes the contact information, project overview, meeting notices and summaries.

MEDIA BRIEFINGS AND NEWS RELEASES

LMEC and HNTB staff held numerous discussions and interviews with the media concerning the Lafayette Metropolitan Expressway Feasibility Study. As part of the public involvement efforts, HNTB worked with and supported the Lafayette Consolidated Government's Metropolitan Planning Organization (MPO) office. HNTB coordinated the media by providing news releases, conducting interviews and press briefings.

HNTB prepared several press releases and media briefings to inform the public about the progress of the study and upcoming meetings. The news releases announced community meetings held on October 27, 2004 and February 22, 2005 and included a brief overview of the study and planned activities for the meeting. The news releases are included as *Exhibits 2 and 3*. News releases were sent to various television news stations and radio stations. Staff also provided several briefings to the media including The Daily Advertiser and The Advocate. Copies of related news articles can be found at the end of this report in the Appendix.

- October 27, 2004 – A news release to announce the first community meeting for the Lafayette Metropolitan Expressway Feasibility Study on Wednesday, October 27, 2004 from 6:30 to 8:30 PM. The meeting was held at the Clifton Chenier Auditorium located at 220 West Willow Street in Lafayette, Louisiana (Exhibit 2).
- February 22, 2005 – A news release to announce the second community meeting for the Lafayette Metropolitan Expressway Feasibility Study on February 22, 2005 from 5:30 to 7:30 PM. The meeting was held at the Clifton Chenier Auditorium located at 220 West Willow Street in Lafayette, Louisiana (Exhibit 3).

PUBLIC MEETINGS AND PRESENTATIONS

As part of the public involvement efforts, several public meetings and presentations were held with the community. The various events are summarized below.

PROJECT KICKOFF MEETING

The project kickoff meeting was held September 7, 2004 at the Lafayette Chamber of Commerce with the LMEC members and the HNTB team to begin the feasibility study. The kickoff meeting included six workshop sessions including Session 1: Toll Road Basics, Session 2: How to Start Up and Operate Your Toll Road, Session 3: Traffic and Toll Revenue, Session 4: Fundamentals of Toll Road Finance, Session 5: LMEC Phase A Feasibility Study and Session 6: Summary/Discussion.

LMEC MONTHLY MEETINGS

The LMEC holds public monthly meetings at the Lafayette Economic Development Agency (LEDA). HNTB staff attended these meetings to provide updates on the feasibility study.

1st COMMUNITY MEETING - OCTOBER 27, 2004

The first community meeting for the LME Feasibility Study was held on Wednesday, October 27, 2004 from 6:30 to 8:30 PM at the Clifton Chenier Auditorium in Lafayette, Louisiana. The first community meeting was hosted by HNTB Corporation to present the feasibility study process and concept of tolling to the community. Members of LMEC were in attendance. The meeting flyer and the meeting handout are included as *Exhibits 4 and 5*. A summary of the first community meeting is included as *Exhibit 6*.

2nd COMMUNITY MEETING - FEBRUARY 22, 2005

The second community meeting for the LME Feasibility Study was held on Tuesday, February 22, 2005 from 5:30 to 7:30 PM at the Clifton Chenier Auditorium in Lafayette, Louisiana. The second community meeting presented preliminary feasibility findings for a toll route within Lafayette Parish. Approximately 44 Lafayette residents, LMEC members and consultants were in attendance. The meeting flyer and the meeting handout are included as *Exhibits 7 and 8*. A summary of the first community meeting is included as *Exhibit 9*.

ROTARY CLUB PRESENTATION

HNTB made a presentation to the Lafayette Rotary Club on February 13, 2005 regarding the project.

STAKEHOLDERS COMMITTEE

A list of potential stakeholders was developed to include various parties and interests from across Lafayette Parish who may have an interest in the project (*See Table 5-1*). These stakeholders will be engaged and play an important part in the EIS, design, implementation, and operational stages of the project.

Table 5-1: Potential Stakeholders Committee

STAKEHOLDER	AFFILIATION
Mr. Bill Rucks	CAC Chair
Mr. Greg Roberts	TTC Chair
Mr. Don Bertrand	TPC Chair
Mr. Lucien Gastineau	PC Chair
Mr. Tony Tramel	Director T&T
Mr. Tom Carroll	Director PW
Mr. John Lagneaux	Mayor of Duson
Mr. Wilson Viator	Mayor of Youngsville
Mr. Charles Langlinais	Mayor of Broussard
Mr. Conrad Comeaux	Tax Assessor
Mr. Kerry Collins	Bayou Vermilion District
Mr. Terry Huval	LUS
Mr. Bill Vincent	911 Director
Mr. Don Hebert	Conservation-Pipeline Division
Mr. Gerald Boudreaux	Parks & Recreation
Mr. Luther Arceneaux	CAC District 5
Ms. Hazel Myers	Mayor of Scott
Mr. Glenn Brasseaux	Mayor of Carencro

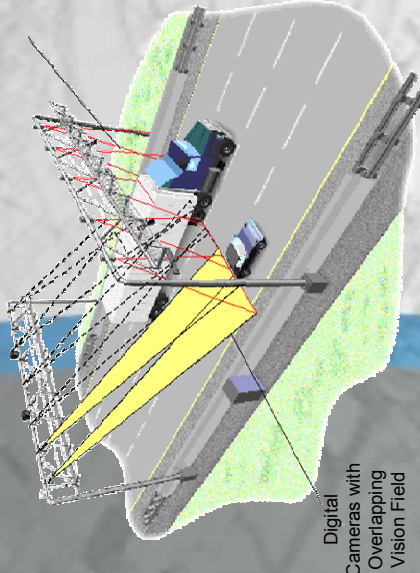
LESSONS LEARNED

A meaningful public involvement program requires an early and continuing dialogue with the affected community and study partners. A variety of public involvement tools were used ranging from a brochure and community flyers to media briefings and formal public meetings. The community meetings provided an arena for the public to review the study objectives and progress and have the opportunity to provide comments. The importance of collaboration with the public is essential to create a plan that adequately responds to the needs of residents. The LME Feasibility Study – Phase A study process enabled community leaders and residents to voice their issues and concerns and shape the future of their community. Public involvement will continue throughout the Lafayette toll study as it progresses to the next stage, including stakeholder committee involvement and additional community meetings.

EXHIBITS

Electronic Toll Collection (ETC)

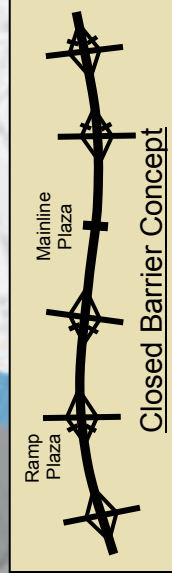
ETC allows travelers to pass through plazas and pay tolls without ever tapping their brakes. On a modern toll road, motorists don't even have to slow down – ETC can read transponders at highway speeds. In addition, current practice is to also provide cash-collection booths at the toll plazas. The key difference will be that cash customers will pull into booths that are away from the main lanes of high speed traffic. This system clears the way for ETC users and is safer for travelers and toll collectors. On some toll roads throughout the country, motorists who use the ETC receive discounted rates.



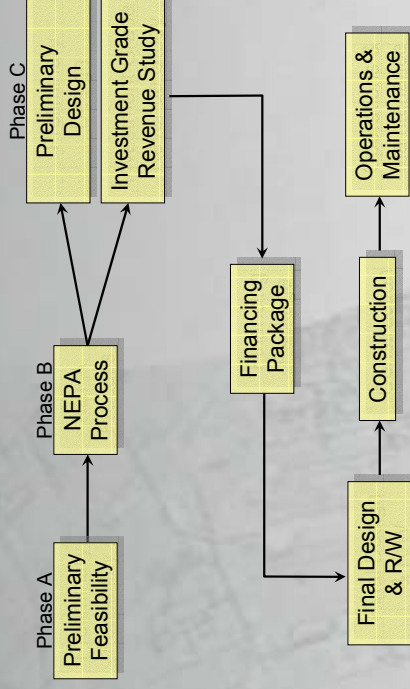
Toll Road Operations

Closed-Barrier Concept

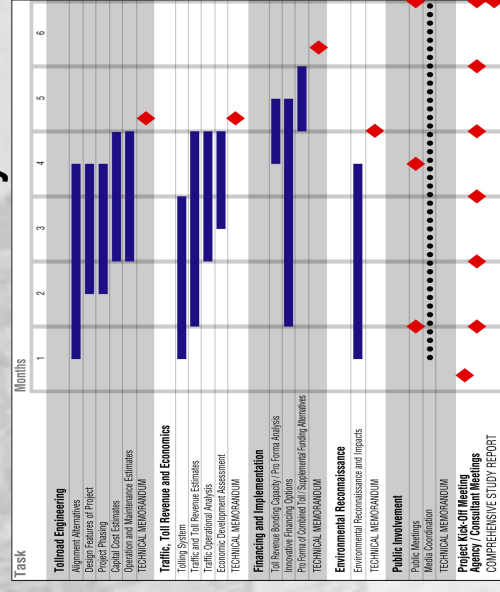
A closed-barrier toll collection system can have both mainline and ramp toll collection locations. Users generally pay tolls that are directly related to the distance traveled on the system.



LMEC Project Implementation Process



Phase A Six Month Study Schedule



TO LEARN MORE ABOUT LMEC and the Lafayette Metropolitan Expressway Feasibility Study, visit the website: www.lafayettetexpressway.com or contact Mickey Mangham, LMEC Chair, P.O. Box 60485, Lafayette, LA 70596-0485, Phone: (337) 233-6200; or Krista Goodin, HNTB, 8281 Goodwood Blvd., Suite J, Baton Rouge, LA 70806, Phone: (225) 927-8392, Fax: (225) 927-8355, Email: kgoodin@hntb.com.

Study Director:



Study Consultant:



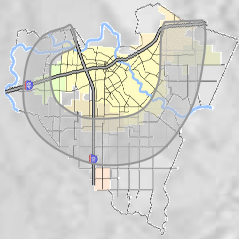
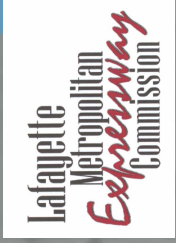
Lafayette Metropolitan Expressway

Connecting Lafayette Parish... through the Metropolitan Expressway



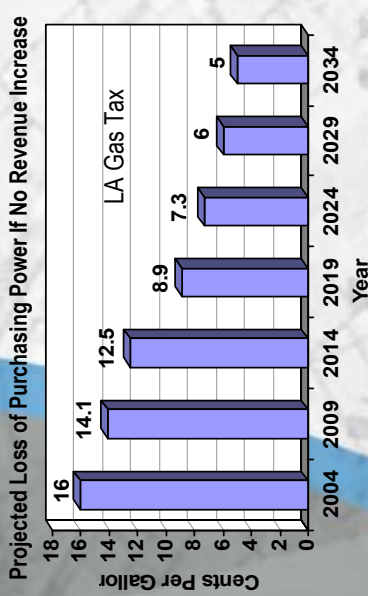
What is LMEC?

The Lafayette Metropolitan Expressway Commission (LMEC) was formed in 2003 to implement Act No. 893 of the 2003 Regular Session of the Louisiana Legislature. Act No. 893 declares the importance of developing a limited access highway system in Lafayette to promote continued economic growth and provide a high quality of life for the people of Lafayette. Act 893 recognizes that public revenue, including federal funds, has not kept pace with the area's growing transportation system needs. The first task of the LMEC is to conduct a preliminary analysis to determine the feasibility of a limited access expressway wholly contained within Lafayette Parish.



Funding Challenges

Our nation, including Louisiana, faces a transportation funding shortfall. Improvements needed for continued growth and economic development in Louisiana are not being funded. Our neighboring states and much of the country are increasingly turning to toll roads as a way of overcoming the funding shortfall.

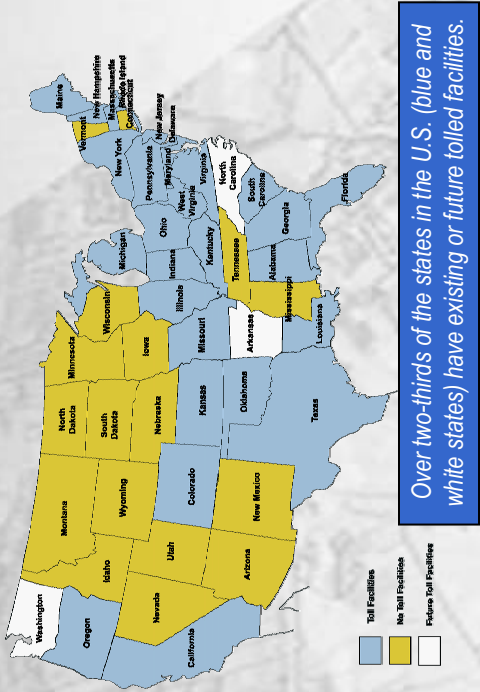


History of Tolling

Louisiana

Louisiana's history of tolled facilities dates back to the late 1960s with the formation of the Greater New Orleans Expressway Commission that developed the Lake Pontchartrain Causeway toll bridge. Also in that era, the Mississippi River Bridge Authority developed the Crescent City Connection toll bridge. State legislation in 1997 also permits regional toll authorities, one of which has been formed to study the Baton Rouge Bypass loop. The Louisiana Transportation Authority legislation, passed in 2001, has enabled a financing package and construction to begin in 2005 on the LA-1 Toll Project. More recently the LMEC legislation was passed in 2003.

Toll Facilities in the U.S.



What is a Toll Road?

Toll roads offer a financial boost to help fund needed transportation improvements that would likely never be built under the traditional tax funded highway program. With toll roads, the users of the highway system pay the cost of its construction, operations and maintenance. Toll roads will not replace the existing tax funded highway infrastructure but will supplement those roads by providing an option for motorists who choose to use them.

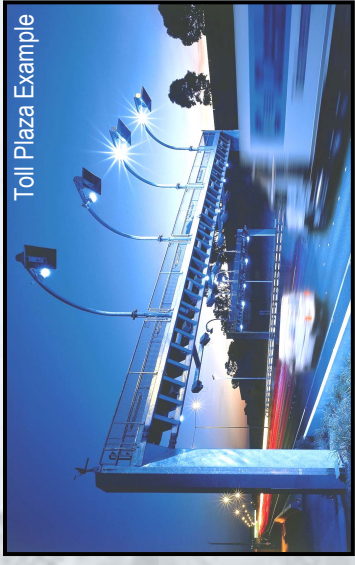


Benefits of Toll Roads

- Funding source not tied to gas usage;
- Revenue stream increases as traffic grows;
- Reduces congestion on existing crowded facilities;
- User based fee (if you don't use it, you don't pay), and
- Frees up tax funding for other needed highway projects.

Technology Changed the Toll Industry

The role of technology has had a large influence on the toll industry. The increase of technology has improved user convenience, eliminated congestion at plazas, improved air quality, enabled variable pricing and allowed for differing plaza types such as express lanes and electronic toll collection lanes. These things have led to a culture in the U.S. where toll roads are accepted more as a means of improving mobility and quality of life.



NEWSRELEASE

For Immediate Release

Date: October 13, 2004
Contact: Lafayette Metropolitan Expressway Commission
Phone: 337.233.6200
www.lafayettexpressway.com

Lafayette Toll Road Feasibility Study – First Community Meeting

Lafayette Parish, Louisiana —October 13, 2004—The community is invited to the first community meeting for the Lafayette Metropolitan Expressway Feasibility Study. HNTB Corporation, as consultants to the Lafayette Metropolitan Expressway Commission (LMEC), will host a community meeting on October 27th, 2004 at 6:30 PM. LMEC is in the first phase of a feasibility study to pursue alternative and innovative funding sources, including but not limited to tolls, to supplement public revenue sources for the construction, operation, and maintenance of a safe and efficient limited access highway exclusively within Lafayette Parish. The first phase of the study is scheduled for completion by February of 2005.

The first community meeting for the Lafayette Metropolitan Expressway Feasibility Study will be held at the following time and location:

Lafayette Metropolitan Expressway Workshop
October 27, 2004, 6:30 to 8:30 PM
Clifton Chenier Town Hall
220 West Willow, Building C
Lafayette, Louisiana 70501

The public is encouraged to attend and participate in the meeting. For more information, contact the Lafayette Metropolitan Expressway Commission by telephone at 337.233.6200. Persons with disabilities who require accommodations should make arrangements at least 48 hours prior to the meeting. For additional project information, please visit the project website at www.lafayettexpressway.com.

NEWS

www.hntb.com

FOR IMMEDIATE RELEASE



**Engineers
Architects
Planners**

For more information contact:

Bob Schmidt,
HNTB Corporation
8281 Goodwood Boulevard, Suite J
Baton Rouge, LA 70806
(225)927-8392

The HNTB Companies

Lafayette Toll Road Feasibility Study - 2nd Community Workshop

LME Commission to host community workshop to present initial toll road feasibility findings for Lafayette Parish.

Lafayette Parish, Louisiana – February 9, 2005 – The Lafayette community is invited to attend the second community meeting for the Lafayette Metropolitan Expressway Feasibility Study. HNTB Corporation, as consultants to the Lafayette Metropolitan Expressway Commission (LMEC), will host a community meeting on February 22nd, 2005 at 5:30 PM. The presentation will include preliminary feasibility findings for the funding of a toll loop corridor within Lafayette Parish. The first phase of the study is scheduled for completion by early March, 2005.

The second community meeting for the Lafayette Metropolitan Expressway Feasibility Study will be held at the following time and location:

**Lafayette Metropolitan Expressway Workshop
February 22, 2005, 5:30 to 7:30 PM
Clifton Chenier Community Service Center
220 West Willow, Town Hall Building C
Lafayette, Louisiana 70501**

Representatives of LMEC and the study team will be available to receive comments and answer questions related to this study. All interested citizens are invited and encouraged to attend. For more information, contact Bob Schmidt with HNTB Corporation by telephone at 225.927.8392. For additional project information, please visit the project website at www.lafayettexpressway.com.



*Connecting Lafayette
Parish... through the
Metropolitan
Expressway*

Help Shape the Future of Your Community!

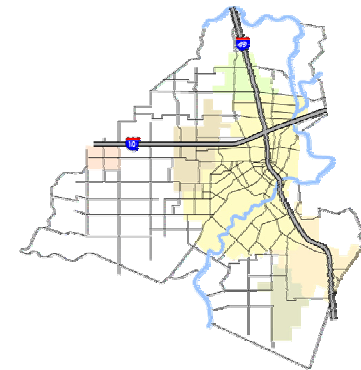
You Are Cordially Invited To Attend the Lafayette Metropolitan Expressway First Community Meeting

HNTB Corporation, as consultants to the Lafayette Metropolitan Expressway Commission (LMEC), will host a community meeting on the Lafayette Metropolitan Expressway Feasibility Study on **October 27, 2004 at 6:30 PM.**

The LMEC is in the first phase of a feasibility study to pursue alternative and innovative funding sources, including but not limited to tolls, to supplement public revenue sources for the construction, operation, and maintenance of a safe and efficient limited access highway exclusively within Lafayette Parish. The meeting will include a short presentation on the feasibility study process and the concept of tolling. An open-house format will follow and members of the public are encouraged to view displays, discuss the project with study team members and make comments for the study record.



**Clifton Chenier Town Hall
220 West Willow, Building C
Lafayette, LA 70501
Wednesday, October 27, 2004
6:30 to 8:30 PM**



For more information, please contact the Lafayette Metropolitan Expressway Commission at 337.233.6200 or visit the project website at www.lafayettexpressway.com.

LMEC is in the first phase of a feasibility study to pursue alternative and innovative funding sources, including but not limited to tolls, to supplement public revenue sources for the construction, operation and maintenance of a safe and efficient limited access highway exclusively within Lafayette Parish. The purpose of this first community meeting is to present the toll road feasibility study process and the concept of tolling. An open-house format will follow and members of the public are encouraged to view displays, discuss the project with study team members and make comments for the study record.

6:30 – Sign In/Orientation
6:45 – Welcoming Remarks – Bob Schmidt, HNTB
7:00 – Presentation – Bob Schmidt, HNTB and Krista Goodin, HNTB
7:30 – Open House
8:30 – Adjourn

PLEASE USE THIS FORM TO RECORD YOUR THOUGHTS OR CONCERNS REGARDING THE FEASIBILITY STUDY.

[illegible]

**PLEASE TURN THIS SHEET IN TO A FACILITATOR AT THE END OF THE MEETING, OR FAX TO
HNTB (225) 927-8355 BY NOVEMBER 5, 2004**

Results of the First Community Meeting

Summary

HNTB staff, on behalf of the Lafayette Metropolitan Expressway Commissioners held a community meeting on October 27, 2004, from 6:30 – 8:30 PM, at the Clifton Chenier Auditorium to discuss the Lafayette Metropolitan Expressway Feasibility Study. The purpose of the community meeting was to present the toll road feasibility process and the concept of tolling. The workshop was attended by approximately 29 Lafayette residents as well as LMEC members and consultants. The meeting included a presentation by consultants from HNTB followed by an open-house allowing members of the public to view displays, discuss the project with study team members and make comments for the study record.

Meeting Format

The meeting format consisted of opening remarks from HNTB staff, followed by a presentation on the status of the transportation industry, toll roads and the LMEC feasibility study. After the presentation, attendees were asked to fill out provided forms with any comments or concerns regarding the study and discuss the project with study team members.

Comments

Two comment forms were received and the comments are shown below:

- As a toll road loop freeway should be developed to provide an alternate route for vehicles on the mainline routes, which are not local, but merely pass through traffic, I encourage this route to be free to cargo trucks and buses, however, the fee for single user passenger cars, should border on the punitive, excepting for evacuation situations.
- The route should include excess reserved space for long-term future commuter rail lines. Additionally the option for private rail companies should be included, so as to allow for hazardous rail cargo to avoid the core of the city. These two ideas are not mutually inclusive based on my subsequent suggestions...
- So, as to discourage suburban sprawl from ease of use of the facility afforded, the tollway to local road interchanges should be no closer than 3 miles apart.
- Collaboration should ensue with local government, to develop a land use plan focusing on high density, mixed use development, otherwise it will strangle local government with congested sprawl traffic near interchanges.
- Interchanges can not unnecessarily bisect local roads that are higher order than neighborhood streets, i.e. arterials and collectors, if it would cause motorists to divert around tollway by more than ½ mile.
- Commission should utilize any funding mechanism other than user-choice, toll based fee structure. Any tax on public would be undemocratic, if we cannot vote by plebiscites for membership of commission.
- Let's go full steam ahead!
- I'll bet the state would pitch in and help pay for a good portion after initial success.
- Good commercial development would occur, but must be carefully controlled and then surrounded with adequate service roads paralleling the toll road.



*Connecting Lafayette
Parish... through the
Metropolitan
Expressway*

Help Shape the Future of Your Community!

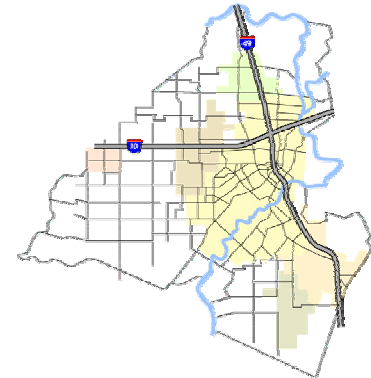
You Are Cordially Invited To Attend the Lafayette Metropolitan Expressway Second Community Meeting

HNTB Corporation, as consultants to the Lafayette Metropolitan Expressway Commission (LMEC), will host a community meeting on the Lafayette Metropolitan Expressway Feasibility Study on **February 22, 2005 at 5:30 PM.**

The LMEC is in the first phase of a feasibility study to pursue alternative and innovative funding sources, including but not limited to tolls, to supplement public revenue sources for the construction, operation, and maintenance of a safe and efficient limited access highway exclusively within Lafayette Parish. The meeting will include a presentation on the preliminary feasibility findings for the funding of a toll loop within the Lafayette Parish. All interested citizens are invited and encouraged to attend.



**Clifton Chenier Community Service Center
220 West Willow, Town Hall Building C
Lafayette, LA 70501
Tuesday, February 22, 2005
5:30 to 7:30 PM**



For more information, please contact Bob Schmidt with HNTB Corporation at 225.927.8392 or visit the project website at www.lafayettexpressway.com.

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

PLEASE TURN THIS SHEET IN TO A FACILITATOR AT THE END OF THE MEETING, OR FAX TO HNTB (225) 927-8355 BY FEBRUARY 28, 2005

RESULTS OF THE SECOND COMMUNITY MEETING

SUMMARY

HNTB staff, on behalf of the Lafayette Metropolitan Expressway Commissioners held a community meeting on February 22, 2005, from 5:30 – 7:30 PM, at the Clifton Chenier Auditorium to discuss the Lafayette Metropolitan Expressway Feasibility Study. The purpose of the community meeting was to present preliminary feasibility findings for a toll route within Lafayette Parish. The workshop was attended by approximately 44 Lafayette residents, LMEC members, state representatives and mayors, and consultants. The final results of Phase A of the LME Feasibility Study will be presented to the LMEC on March 17th.

MEETING FORMAT

The meeting format consisted of opening remarks from HNTB staff, followed by a presentation on the environmental constraints summary, preliminary cost estimates, a preliminary traffic and toll revenue study, preliminary financing analysis, and possible funding options. After the presentation, attendees were able to visit with study team members to ask individual questions. After a 15 minute break, attendees were able to ask questions from the floor.

COMMENTS

Two public comments were made during the question and answer session and no comment forms were turned into facilitators. However, one comment sheet was faxed to the study team after the community meeting. The comments are below:

- I am concerned that there will be, by your own study, a gap in funding and that local residents will have to pay the difference in some form of local taxation. The project should be done only if it will pay for itself.
- The relatively low cost per mile and the environmental and community advantages of this route should cause community leaders to work to make this ground level route the path of the I-49 segment through Lafayette. Federal and state money would be available.
- This roadway should be built with hurricane evacuation in mind. All low-lying areas should be raised to above 500 year flood stage.
- The impact of the completion of I-49 along the Evangeline Thruway (or along any other route near Lafayette that would be toll free) must be studied. This segmented route's revenues would be severely negatively impacted by a near-by non-toll alternative route.

APPENDIX