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Caddo-Bossier Parishes Port Commission  
Special Board Meeting  
Regional Commerce Center, Steering Room  
6000 Doug Attaway Blvd., Shreveport, LA 71115  
February 18, 2019, 6:00 p.m.

Commissioner Vice President Roy Griggs called the meeting to order at approximately 6:00 p.m. in the Board Room of the Regional Commerce Center, 6000 Doug Attaway Blvd., Shreveport, LA and said this is a Special Board Meeting to receive public comments regarding Port expansion. We're happy to see you here tonight. Before we continue with our agenda, I'll ask Mr. Eric England to comment at this time.

Mr. England thanked everyone for attending this Town Hall Meeting regarding the Port's expansion study. I'm Eric England and serve as the Commission's Executive Director. The boards around the room are there to share information regarding the Port's immediate plans for land acquisition. We've also placed these maps and the significant motion passed by the Board in July of 2016 on the Port's website for all to see. I would encourage you to visit the Port's website and also our Facebook page for updates. We're going to follow the agenda with the first part of the meeting being a presentation from me, then Commissioner comments. And after we will transition to a forum for public input. If you would like to speak regarding the Port expansion, please complete a Public Comment Card. They're available at the back of the room and if you see a Port employee with a name tag, contact them and we'll get you a comment card. Please bring them to the front of the room to Ms. Agee.

The roll was called. Commissioners: Roy Griggs, Walter O. Bigby, Jr., Bill Altimus, Erica R. Bryant, James D. Hall, Capt. Thomas F. Murphy and James L. Pannell were present. Absent: Rick C. Prescott and Sam N. Gregorio. A quorum was present.

Mr. England said he would provide an overview of the Port Expansion Study, input from previous meetings like this one and plans for moving forward.

This aerial shows the Port's existing land ownership of approximately 2600 acres in Caddo and Bossier Parishes. Some of the first Port property was purchased in 1980. The Port's property is shown in the shaded areas and as you can see, there are a number of different industries in the Port complex, 17 total.

"This institution is an equal opportunity provider and employer."

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*MEMBERS: Rick C. Prescott, President; Roy Griggs, Vice President; Walter O. Bigby, Jr., Secretary-Treasurer; Erica R. Bryant; Sam N. Gregorio; James D. Hall; Capt. Thomas F. Murphy; James L. Pannell; Steve Watkins*

At the time of the Port Expansion Study, in October of 2015, there were approximately 2300 acres with approximately 750 acres remaining for lease and no one site being more than 150 continuous usable acres.

This is the first of two slides showing the Benteler facility located at the Port during and following construction. This site is what is commonly referred to as a mega site thus having the adequate geographic size and supporting infrastructure. This particular site was the largest in the Port's inventory at roughly 370 acres. Because the site was greenfield and shovel ready, we were successful in recruiting this nearly \$1 billion dollar investment which will employ 675 when fully operational. As you'll see in the second slide, this state of the art steel pipe manufacturing facility is an excellent representation of the type of industry the Port recruits from the physical infrastructure standpoint.

Development within the Port is in accordance with the Port's Master Plan and Development Covenants, also known as Code Covenants and Restrictions. With the lease of 370 acres to Benteler in 2012, and there being no additional mega sites in the inventory, the Port commenced with what we know today as the Port Expansion Study. In early 2013 scoping and kick off meetings were held and the scope involved developing a comprehensive and thorough evaluation process using a GIS based sustainability model in all of Caddo and Bossier Parishes which is over 1800 square miles for the project study area. So I wanted to talk a little bit just briefly about GIS or Geographical Information System. Think of it as a computerized mapping tool that provides useful visual representation of various items. For example, layers may be used on a GIS showing utility lines, streets, water features etc. Think of a transparency machine from elementary school days to when I was in elementary school and how you would start out with a base map and you could place layers on that transparency. That computerized model is what our Port expansion methods were utilized, the GIS. The goal was to utilize the GIS model through a master planning process, provide the highest suitable candidate sites in all of Caddo and Bossier Parishes. The outcome was aimed at providing a basis for expanding in size to accommodate industry and jobs in Caddo and Bossier Parishes.

On the next few slides I'll show you a selection of the criteria maps that were ultimately used in the GIS model based on the site selection criteria. As you'll see, we considered all of Caddo and Bossier Parishes in these criteria which coincides with the jurisdictional authority of the Port. So a total of eight different site attributes such as proximity to interstate interchanges, utility infrastructure and railroads were evaluated. These next three slides provide just a sample of this visual report of the strength of the site. For example, this map shows the strength of sites throughout Caddo and Bossier Parishes based on their distance from an interstate highway interchange with "red" being the strongest sites feathering out to the "green" being the weakest sites taking into account just one of the criteria which was distance from interstate interchanges. This map shows configuration of basic major infrastructure by looking at large diameter (18" or larger) water lines throughout both parishes, again, "red" being the strongest candidate sites. Now this is a representation and shows

proximity to mainline rail, both Kansas City Southern and Union Pacific, all in Caddo and Bossier Parishes. Again, areas closest to the rail you'll see in "red" feathering out to the "green" in terms of the sites further away from the railroad. Again, there were eight site selection criteria that were inputted into the models. Others were considered but only eight were put into the models based on survey results. Now following all of the input into the GIS, all the selection criteria and weighing of each pixel the following map was produced. There were over 4.5 million pixels of data taken into account and visually represented are these hot spots that you see and please note that they are spread throughout all of Caddo and Bossier Parishes.

Now we took it a little bit further and we refined it based on what is referred to as a heads up digitizing which utilizes aerial imagery to develop boundaries of sites by natural geographic features such as lakes, streams and rivers. Now once again it was further analyzed so you can see we're going from this "shotgun down to a rifle approach" in the analysis of sites. Now this map was analyzed by looking into each of the 417 parcels that comprised the 18 candidate sites. More than 23,000 acres of property is included in those 417 parcels in the 18 candidate sites. The further analysis included initial abstracting, for example, to identify potential problems with the site per sites. As you'll see, this map shows the criteria of Candidate Site C. With each parcel—now this is a candidate site made up of individual parcels—and what we did is we analyzed each parcel within the candidate site on a scale of 1 to 5 based on the initial abstract analysis which included the investigation into easements and oil and gas wells. Candidate Site C has 20 gas wells in total which most of which fall on the south side of Leonard Road. The reason, these parcels in "yellow" have a lower overall parcel score of a "3" than those north of Leonard Road which had fewer gas wells. So again that "shotgun down to a rifle", further analyzation of a candidate site on a parcel basis.

Now information on the candidate sites was then compiled into a summary table which is on the projector now. Now ultimately the summary table also provides the cumulative score for each site with the pros and cons. This is a sample boundary that is included in the expansion study. This shows the highest ranking candidate site, Candidate Site B. You can see it outlined in "red". Again, the candidate sites, there are 18 of these, are comprised of the parcels, 417 parcels, in total 23,000 acres. This map shows 7 (and they're depicted in "red") of the 18 candidate sites and their proximity to the Port complex. Please note the corridors of I-69 and 3132 in "blue" as it relates to the "red" boundaries of the candidate sites. More specifically, these candidate sites extend west of 3132 and north of Leonard Road.

The development of the October 2015 Port Expansion Study was an interactive process. In fact, 18 Port Expansion Committee meetings were held. The minutes of all of those meetings are available for public viewing. These committee reports were further discussed in meetings of the full Board. After the adoption of the study, the Port held a Town Hall Meeting in June of 2016 similar to the one that we're holding this evening and we also held additional Port Expansion meetings. At these meetings there was discussion regarding the Port purchasing property adjacent and within the proximity of neighborhoods such as Pepper Ridge,

Long Lake, Twelve Oaks, Long Lake and Southern Trace. But in dialogue with the citizens, it was determined that LA 3132 could serve as a manmade border between the Port development and the neighborhoods. Being more specific and it was even discussed at these meetings that the citizens and the neighbors in these groups would be comfortable with a ½ to ¾ mile buffer and it would be desired for the Port's expansion. So again, the Town Hall Meeting was in June of 2016.

In July of 2016 at the next opportunity the Port Commission adopted this Resolution. It's on the boards around this room; it's on the Port's web site. It's a significant action to demonstrate to the citizens concerned about Port expansion that their concerns have been well received and understood. This action took parcels west of 3132, north of Leonard Road and south of 175 off the table. So I showed you a map earlier that had "red" as boundaries on the west side of 3132 and north of Leonard Road. As you'll see on this map, the boundaries have been redrawn. The boundaries of our Port expansion effort are in conjunction and in concert with the Resolution that was adopted in July of 2016. Said another way, the boundaries of the candidate sites do not extend as they previously did closer to the neighborhoods. The portion of Candidate Site C up here, north of Leonard Road, has been removed entirely. It just so happens there's 2 miles of buffer between what could be the northern most property-- .8 miles to Pepper Ridge, 2 miles to the entrance of Long Lake, .8 miles to South Ellerbe Estates, 1.3 miles to Lakeside on Long Lake, over 3 miles to Norris Ferry Landing and Norris Ferry Crossing and over 3 ¼ miles to the entrance of Southern Trace.

Of course copies of this presentation are available in the back of the room if you would like a copy of the presentation and the maps. We appreciate your attention during my presentation and anticipated feedback we will get during the public comment portion of the meeting. It is forums such as this that have helped shape policy for the future of the Port. Thank you.

Commissioner Griggs thanked Eric for his report and said at this time we'll have comments from our commissioners, if there be any, and called on Commissioner Pannell.

He said my name is James Pannell. One of the things we hoped to accomplish is after we passed that resolution, we thought that everything was going to be fine. Everybody understood that. I think we have to understand that this Port is a major economic engine for this community. It brings in many dollars and helps immensely with the tax base of this area to bring in something as large as Benteler. Now understand that I'm a contractor and I was taught—when I started estimating—I was taught to take the plans, look at them, put the estimate together but don't send it out. Look at the result of those estimates and see how close you are to hone your skills. This Port has grown immensely. We went out to several businesses and we were able to attract some businesses--some we missed out on. But we looked at Benteler Steel, and to be honest with y'all, we never thought that we could land Benteler Steel. That's what big boys do. Okay what our intentions were to go through the

process and see how that process--you see that with coaches and other people, they're going for interviews knowing that they're not gonna get the job, but you go through that to learn your skills, hone your skills. That's what we initially started doing. People weren't—they all were Louisiana--they weren't coming to this Port. But we were just taking a shot at it and every turn we made, we kept making the cut. Eric went to Germany four or five times, 50° below whatever it was—I'm saying my thanks still go out to him. Every time they made the cut, we were making the cut. Then we started running into problems--too many gas wells on the property. They spent \$24 million dollars to put a training facility over at Bossier Community College that's still out there working now. They picked us to our surprise. But one thing we realized was, okay that's the last land we've got. So we go out and we just commissioned a study and we look for land—look for land. But one thing we have to understand is that in order to have businesses at this Port we have to have redundancy. We have businesses here that run 7 days a week, 24 hours. You have to have power coming from different ways with their kilowatts, one coming from different ways and someone said, why don't you move down the River. We couldn't move down the River because we don't have the redundancy down the River. Once we made up our mind that—and y'all's voices was heard—when y'all came in in numbers, y'all's voices was heard. We made the decision regardless of what happened we was not going that way. That was clear. But my point about the marketing class was we do a good job here, but one thing we failed to do, we failed to market to y'all that we didn't have no intention of going that way. So y'all didn't even know that because we just made assumptions that as well as we operate should not have been made. That's one of the reasons why we're having this meeting now is to let you know that that is not going to happen. Y'all have a fire station down there at Flournoy Lucas. We built that fire station; we didn't build it on this Port property. We built it because everybody is better served and will be served with that fire station. Lucas Treatment Center, these people purify and dump gallons of water in the River. We built a line to take their reuse water to be able to use it for the businesses that are here because regardless of what happens, water is going to be in demand before it is over with. So other things we are doing now, we are exploring the possibility of bringing in water from Bossier City that can be taken down there which would even eliminate our problem as far as the water's concerned. We are working to make this work. We serve on this Board here is because we love the City of Shreveport. What I would like to do is for somebody to put a pad back there for anybody who wants to tour this Port; we would take you on tour. We've got a vehicle sitting right out there. We'll take you through this Port here. We have nothing to hide here. We are working hard because we all love Shreveport and I'm saying that when you look at these businesses—when they come in here—we oftentimes ask them why did y'all choose us instead of choosing other locations and they're saying because of the area. It has everything. We're sitting in—this Port here is one of the fastest growing inland ports in the country because people know what we have here—the quality of life—we've got transportation. We have everything. You can go from A to B in this town within a drop of a hat. We have arterials--we have everything that people need because when people move here, they move their industry here, but they bring the people too. They want a quality of life. We have a quality of life here. We want y'all to understand that we are not doing anything—will

not do anything—to harm the people. What y'all did is something you need to remember. Y'all let y'all's voices be heard. Y'all spoke loudly and we heard y'all. Thank you.

Commissioner Griggs thanked Commissioner Pannell and said I think you said it very well. I think we all echo your sentiments that we want y'all to be involved and know exactly what we're doing here at the Port because we are concerned about Shreveport Bossier and this Port here is a great engine as Commissioner Pannell said. If you have any questions, read the minutes or please come by the office and get that information. Any other commissioner have any comments at this time?

If not, we'll ask Facilitator Judge Stephen Callaway if you'll come at this time. He said Hello! I'm Steve Callaway; I'm a retired bankruptcy judge from here locally. I went into Bankruptcy Court back in 1986 and I retired in August of 2014. I was out here last in June of 2016; we had a public forum meeting like we're having this evening. The topic that we had on the agenda at that meeting was the same topic we have on for tonight, Port Expansion. Eric England and Danyne Malone contacted me about ten days ago and said we want to have another public forum meeting and, if you don't mind, we'd like you to be the moderator or facilitator. You've done one before so we'd just like you to do another one. I said well I really have a significant amount of respect for the Port and for the commissioners and what you've done out here and I understand that there's a little bit of confusion periodically about what's going on out here. So if I can be involved in making sure that we disseminate information to those that are concerned, I would be more than glad to. That's what we're going to do tonight. Now Danyne and Eric told me that the topic on the public meeting tonight is Port Expansion and that if you have a question or comment that you would need to sign up on one of these cards and the cards would be given to me and then I would call on you and you could make your comment. Because I'm not quite sure how many comments that we have—we only have one. Is there anyone else who received it? I've got two now. Anybody else? Okay when I spoke to Mr. Malone and Mr. England about the speaking, they told me that the guidelines at the Port has for public meetings that if you're going to have a comment period, the comments would be limited to 3 minutes. Since we only have two people who requested the right to make comments, I'm not quite sure I'm going to be real hard and enforce it and I don't think anybody would mind.

The first comment or person that—I've got three now. The first one that I have that wanted to make a comment was Commissioner Mike Middleton. Commissioner Middleton said first of all I would like to thank the commissioners for allowing this meeting to happen tonight. Mr. Pannell and I spoke two weeks ago this Monday morning. He kind of expressed he wanted to have something like this. I really appreciate you coming through for it. I appreciate the service all you commissioners do and I know it's a lot. Several years ago I was kind of put in a corner kind of in a spot as to what's my opinion of the Port expansion. I think right now it's pretty solid of what their plans are. I always said I would do what I can as a single commissioner (there's 12 of us) to deflect any industry west of LA 1. So far that's not really

been an issue. That's what I still stand by. I'm Mike Middleton and If you all want to talk to me about anything, have any questions of me, feel free to ask, but Mr. Johnson and Mr. Carroll, they know I've had more communication with them than I've had with anyone else. They kind of let me know what's going on down here and keep me advised and they stay on top of things here for the most part. So I appreciate them too. So does anyone have any questions of me? Thank you. I appreciate you.

Judge Callaway said I've got a request to speak by a Jake Majors. Mr. Majors, if you would, come to the microphone and give us your name and your address please. Mr. Majors said I live just west of the Chico Bayou on Robson Road, 1863, and my name is Jake Majors. Judge Callaway, thank you for your time. Your entire family has been a boom to Shreveport. We're lucky to have you. Congratulations on the success of the Port for what you've done. I simply would just like a clarification in regards to west barriers etc., what you said about the 3132 extension on that road. Is that where you would stop or plan on building on the other side of that because I live rather close to that and I'm just curious. I believe you said a half of mile? Mr. England said the answer will be two part based on your question. 3132 would be or rather is the western most boundary of property that the Port would develop. Let me be specific develop, that we would offer for lease to an industry. So Robson Road right here, future I-69. These "red and white hashes" are the revised boundaries based on the motion. So this—in other words there would not be development over here. We would not pursue tracts over here for development. When I say development, being a specific, we would not buy it to put in water lines, sewer lines, utility infrastructure, make it attractive for industrial development. Now where I mentioned the Point A buffer is we provided these distances using a computer program to show the distance between what is that manmade buffer and the nearest neighborhood. Does that clarify it for you Mr. Majors? He said it does to an extent. I understand what you're saying but it seems to me that what you're implying is that there will be no structures nothing built with regards to these large industries—these types of buildings on the west side of 3132. Mr. England said that's precisely what I'm saying. Mr. Majors said I just want to clarify or explain you said a half mile or so. Judge Callaway said he was giving some distances of different subdivisions and this is 3132 as it's proposed and it's the B proposal. So 3132 doesn't exist there now but that proposed 3132 is a definite boundary line that can be utilized and is being utilized. Mr. Majors said I believe you've answered my question. That's the boundary. Thank you Judge Callaway.

Judge Callaway said I just want to make a statement on that. We did have that meeting back in June of 2016 and a number of you were present at that meeting and are present also tonight and I don't think any of you or very few of you are aware of that subsequent resolution that was on July 21<sup>st</sup> of 2016 that set the parameters and that's one of the reasons for this public forum tonight. When I sat down with Eric and Danye, we talked about the expansion. I said you know, where are we now and they showed me this map and this resolution and I said I never knew that and we talked about the need for information like that being disseminated better in the future. And Eric told me that everyone here knows that there is a website for the

Port and it's a very good website, very informative and there are a number of things on there. Eric told me there is a portion of that website that can be dedicated to expansion, so in the future if you have a question and wanted to know what has happened, you can go to that website, go to that Expansion index and it would tell you. There's this perception that the Port is secret and the Port has these meetings and it's private--that is absolutely incorrect. All of these meetings are public meetings and anyone can attend. What happens at those meetings is what's not being disseminated as well as it could be. Mr. Majors said obviously I was not aware of the information or I wouldn't have asked the question. But as I said I simply find your presence very reassuring. Judge Callaway said I wasn't aware also and I just want you to understand that Port personnel, commissioners and the people who are employed, the executive staff, want to make sure information like that is available in the future and will take the appropriate action to make sure that you the public are kept aware of it. You know you can go on the web site and you can find all sorts of information. There's lots of information. That's one of the problems we have today because there's too much information, right? Putting that one little portion in the expansion might assist a number of you in finding the information you are concerned about. Did you have anything else Mr. Majors? Mr. Majors said no sir, thank you.

Judge Callaway called Rebecca Clawson. Talk to me if you would. Please state your name when you get the microphone and your address. She said I'm Rebecca Clawson, 9936 Pecan Place. I just have one question. I don't even know if you guys can answer it. It is about the 3132 extension. The off-chute that goes about halfway down Leonard Road, does anyone know—I just am curious of the endpoint for that? I was wondering if you could explain that. Let me introduce myself. I'm Tyler Comeaux. I was with the consulting firm that actually was on the project management up until three weeks ago. The off-chute that you're talking about on Leonard Road is an improvement planned by DOTD to handle the traffic up to, I believe, it's Bayou Pierre on the west side. There's going to be a transition back to a two lane highway back to Ellerbe Road at this time. But from 3132 interchange to LA 1 it's going to have an improvement similar to Flournoy Lucas, five lanes with a center lane, turning lane, in both directions. From the interstate interchange at Leonard Road to Highway 1, it'll be that way and it will transition back—I think it's actually Sand Beach. I think it's Sand Beach on that side, and Bayou Pierre. The bayou just to the west of LA 3132 is where it's going to transition back to a two lane. Ms. Clawson asked if she could get a map of the termination point of Leonard Road improvements.

Mr. England said if you will provide your email or contact, we'll be glad to provide you a detailed map showing that. Tyler said I can do that. It's going to transition right back there to two lanes. This shape file that's from NLCOG is a bit long, it transitions back to two lanes right there. It's going to be five lanes up and then transitioning back down--tailor back down and from here actually from the bayou all the way to Highway 1 it will be similar to Flournoy Lucas from Ellerbe to Highway 1.



Judge Callaway said that's the three persons who had requested the right to make comments. Is there anyone else out here this evening that has a comment they would like to make? Yes, if you would, just state your name and your address. He said I am Len Maliszewski; I live on Bayou Bend Drive. One of the things at least for me, and I've lived here now for over 20 years, is looking at these maps, is for someone to get up here and actually orient us where is Leonard Road, where is one?. Sitting here is extremely difficult to actually situate yourself where you're at. So let us start with that. The maps are not showing us where we're at from here. Judge Callaway asked do you have the handout that we've got? Is that what you're holding in your hand? Mr. Maliszewski said I've been looking at that and I've been looking at also what you're showing on the viewer and you really can't orient yourself. The commissioners and everybody here you have been looking at these forever. We have just come here and tried to comprehend. Like looking at the map, where is Leonard Road? Mr. England pointed out Highway 1. Mr. Maliszewski said okay. This is Leonard Road. This is Robson Road. You are sitting about right here and you more than likely traveled down Highway 1, turned left on Doug Attaway Blvd. and to orient you, you're sitting about right here. LA 175 is here. Judge Callaway said 175 is right where Benteler Steel's entrance is. Mr. England said Flournoy Lucas is up here. Judge Callaway said if you're concerned about specific neighborhoods, that's what these "red" lines are. They're showing you how far that western boundary line is to specific neighborhoods. Mr. Maliszewski said where is Ellerbe Road? Is that the line that I see on Leonard, the yellow blue line? Tyler showed Ellerbe is right here and it makes a jog just south of Ellerbe Road Estates. This is Long Lake right here. This is Lakeside on Long Lake. This is Southern Trace way over here. Now I can see what the Judge is talking about as far as people are misunderstanding what's going on and really a lot of us, at least I for one, is that what we were concerned about, we're not even involved in here. Judge Callaway said that's correct. That's the point we want to make sure everybody understands. Mr. Maliszewski said part of it is understanding where you're at. Judge Callaway said I understand. Mr. Maliszewski said thank you.

Judge Callaway said if you would, would you fill out one of those cards for us. He's gonna bring you one. We've got another person who wants to make a comment. He's filling out a card right now. We'll be right with you.

Commissioner Pannell said Judge while we're waiting, I just want to make a comment that our people will be here after this is over with for a period of time if you want to ask any individual questions and you can always call the Port and you can come here and they will go over whatever is the question that y'all may have.

Judge Callaway said Mr. Morrison, is that correct? If you'd like, please come up to the microphone and state your name and your address. He said I am Cyrus Morrison and I live on Robson Road. I am Jake's neighbor actually. Two questions, if you don't mind. Robson Road is a concern for us. Will there be any off ramps on Robson Road or is it going straight down to the I-69 corridor on the projected plans? Tyler said the answer currently is DOTD does not want to

accommodate that. I had nothing to do with that I will say. But there is going to be an overpass right now. That's the answer. B question is added--Mr. Morrison asked if it was going to be a raised corridor or a land-level corridor? Tyler said raised, raised in the area of Robson. I would encourage you to go to an NLCOG meeting. I know there is one this Friday. There may be an update; you could probably get a better update from them. I've been out of the loop for a month now so I don't necessarily know exactly where it is, but when I left it was still gonna be a raised overpass in that area. Mr. Morrison asked how far will it be raised? Our property runs all the way back almost to 175? Tyler said but you've got to remember the interchange is right there just south of Robson. That's all gonna all be interchanged into the I-69 alignment. Second question is time frames—I understand this happens in phases—hopefully we are a long ways out from this but 3132 and I-69, they may be posted, but are all the projections on time frames on construction and completion? Tyler said 3132 at this time does not have any projected timelines for funding. I-69 will be discussed at the upcoming NLCOG meeting where we'll get an update from Dr. Kalivoda, the Assistant Secretary. I don't know exactly where it stands. But 3132 at this time is gonna be finished; the EA would be finished and they're waiting on funding for construction dollars. I-69 is a little bit different; we'll be getting an update Friday. Mr. Morrison said no true projection really.

Mr. England said in terms of projects, as it stands we have I-69 with a Record of Decision. 3132 is still under a review awaiting that Record of Decision. So if there were a race just based on a Record of Decision, I-69 is going to be ahead. Tyler is talking about the NLCOG meeting. We say COG up here all the time. What we're saying is the Northwest Louisiana Council of Governments, NLCOG, also known as COG. It's a city and parish regional transportation planning entity. A couple of us serve on its board—we attend their meetings throughout the year. It is the entity charged with the responsibility of the major transportation projects for the region. It just so happens that this Friday, Assistant Secretary, Dr. Eric Kalivoda, will be at the meeting to make a presentation regarding moving one of the components of I-69, specifically the portion between the Port and I-49, forward. It will be a very interesting presentation. I would encourage you and the members of the audience to attend. Mr. Morrison said it's a public meeting, NLCOG? Mr. England said it's a public meeting that starts at 9:00 a.m. in the Bar Association building downtown. Tyler said and you can do a public comment card if you would like to give a comment.

Judge Callaway said Paul Dickson. Mr. Dickson, if you would just state your name and address before you start. Paul Dickson and I live in Pepper Ridge. I'm just curious because there's no planned timeline of 3132, how does that affect your boundary if and when 3132 does ever get built or if it doesn't? Mr. England said we're using the boundaries as our guideline for property expansion. That is the revised boundary we will use and in anticipation of 3132 being built.

Judge Callaway said it's a boundary that's already been platted out. So if they don't use that boundary, it's still the one the Port would utilize. Mr. Dickson said now secondly how does

that affect your model if you don't have 3132 and you don't have I-69 for a long period of time, will you still want to advance and make that acquisition of that land when those two aren't in your model at that point? Mr. England said we will advance our purchases up to the boundary of 3132 and not beyond. Mr. Dickson said I understand, but the way you drew your model with those roads, bringing in that additional asset to this area, or if that asset is not there, it changes your model, correct? You don't have those thoroughfares through there and therefore your hot spots aren't as hot as they were. How does that—are you taking that into effect before it's built or are you going to wait to make that acquisition for it? Mr. England said I understand your question. Mr. Dickson said name it--as high priority as it is—even though it's not built; it's not planned. It's not even decided on at least 3132. Mr. England said I understand your question. Thank you for making it clear. The site attributes that were evaluated—the realignment of that boundary will not affect the attributes. It will not change them. Mr. Dickson said I understand the boundary. I'm talking about the land because part of the reason you wanted that land is because you'll have 3132 to bring your traffic in and I-69 both to handle the traffic as well—Mr. England said not necessarily—Mr. Dickson continued in addition to the power and the water and the rail and stuff like that.

Judge Callaway said let's hold it just a minute. I think what Mr. Dickson wants you gentlemen to tell him is if that Resolution that was adopted on July 21, 2016, if it changes, will he and other people like him be given advance notice of any proposed change to where they can come forward and say whatever it is they want to say?. Tyler said I'll answer the question. 3132 was not taken into account for the rankings that you are asking about. Mr. England said it's not going to change the ranking; 3132 was not taken into account on the ranking map. Tyler said part of the reason that 3132 was not taken into account during the study is because there were two alignments of 3132 at the time of the Port Expansion study.

Judge Callaway said will you please answer my question. Mr. England said the Judge is correct. If the Resolution that is on the Board today is amended, that'll go through a very public process. In lessons learned from the past, it will be communicated differently. Judge Callaway said if the borders change, they won't change before advance notice of proposed changes is disseminated and persons of interest have a right or ability to comment. Any other questions? I guess my job's done.

Commissioner Griggs thanked Judge Callaway for acting as our facilitator tonight. Thank you very much. And to citizens out there, thank you for your interest in this Port and the Port wants to be a good neighbor with you. Please continue to ask your questions. Come to the Port at any time and ask for information. It is readily available because we want you to have the facts because I think prior to tonight, there's a lot of rumors out there where the Port is going. Come and get the facts. Thank you all for coming here tonight. Are there any other comments?

Commissioner Pannell said I would just to thank Mr. George Carroll and Mr. Joe Johnson—we were discussing the idea and from the time that we discussed the idea and actually we are here is probably less than two weeks period of time. So I would just like to thank them.

One more story to tell you and I'm through. We have Pratt Paper over here. They were very interested in coming here and they have plants in Conyers, GA and they have one in Long Island and they invited us up to look at their operation. We had heard that sometimes paper companies smell. They invited us to look at it. When we got off the plane; we just got off like a bunch of bloodhounds because if it smelt, it would not be there. That's what our concern was. We would not bring in anything in here that would cause a problem. Just the smell itself would have killed that deal. So that's where we are and that's our concern.

Commissioner Griggs thanked the Commission and thanked them for coming and adjourned the meeting at approximately 7:00 p.m.

Respectfully submitted,

Walter O. Bigby, Jr.  
Secretary-Treasurer

**April Board Meeting**

**April 8, 2019 4:30 p.m.**