



Metropolitan Planning Organization Transportation Policy Committee

August 4, 2023- 9:00 am
Seminar Room, 625 Texas Street, Shreveport, LA 71101

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

ITEMS FOR CONSIDERATION

1. Approval of Minutes
[Approval of Minutes from June 23, 2023](#)
2. Transportation Improvement Program (TIP)
[Update and amendments – STBG program](#)

PROJECT UPDATES

3. [I-49 Inner City Connector](#)
4. [I-69](#)
5. [I-20 Rehab Project](#)

ANNOUNCEMENTS

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, August 4, 2023 (9:00 AM) NLCOG

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Alan Clarke – MPC City of Shreveport
Mr. Bruce Blanton – Webster Parish
Mayor Tommy Chandler – City of Bossier City
Mr. Butch Ford – Bossier Parish
Mr. David North – LADOTD District 04
Mr. Michael Norton – DeSoto Parish
Mayor Tom Arceneaux – City of Shreveport
Mr. Eric England – Port of Caddo-Bossier
Mr. Dinero' Washington – SporTran

Members Absent

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Ms. Erica Bryant – Caddo Parish

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams - NLCOG
Dr. Shelly Barrett - NLCOG
Ms. Rita Arnold – NLCOG
Mr. Adam Driskill - NLCOG
Mr. Josh Chevallier – NLCOG Legal Council
Mrs. Erin Buchanan - DOTD

Call to Order

Mr. Clarke called the meeting to order. Mr. Clarke asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present. Mr. Clarke asked for everyone to stand and join him for an invocation and the pledge. Mr. Clarke led us in prayer followed by the Pledge of Allegiance led by Mr. Petro.

Public Comments

Mr. Clarke stated there was one public comment request. He wanted to remind him of the three-minute time limit for his comment.

Mr. John Perkins wanted to address the board regarding I-49. He read a letter written by Sister Margaret McCaffrey dated August 7, 1997. Mr. Perkins stated that they were making improvements and the mayor calls it blight abatements. He said they were stopped by a local civic group that wanted it to stop so it's not to impede this highway, which was to include Mobile in the 1990's. Mr. Perkins says that why they started building there was to do blight abatement and it's just unbelievable of waste, fraud and abuse to bring this back up again when it was killed by law in 1996. Please see the attached letter that was read by Mr. Perkins.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the June 23, 2023, meeting. Mayor Chandler motioned, and Mr. Norton seconded to approve the minutes as provided. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026 – Updates – STBG Program

Mr. Rogers stated that they had no formal action at this time, but he wanted to take this time, as they used to do, to give them a full update on the 200 K Programming of all the projects in the whole lifespan of the TIP. Mr. Rogers said he printed another sheet after receiving more updates of the projects. Part of the reason for this is, Mr. Rogers stated, is that the state, each year in August and October, there's what they call a federal redistribution. You don't get extra funds, but they let you increase your obligation authority if other states haven't used up their current obligation authority. Mr. Rogers said that what the state is trying to do is push out as many projects as they possibly can, push the timeframe on some of them to get them let prior to the end of federal fiscal year so they can take advantage of more of that obligation limit to push out the projects. He says that two of the big projects with that are the Linwood Phase 3 and 4. Mr. Rogers thinks Patrick was able to get final plans sent out to DOTD last week so hopefully those will go out shortly for an earlier letting that they were originally looking forward to. Same with the engineering portion for the I-69 Service Road. One of the requests they had with them was the gate access road. Mr. Rogers said they had obligated over the lifespan of that project over fifteen million dollars a year and that was spread out over a twelve-year period. The current balance of that is seven million one hundred fourteen thousand one hundred sixty-five dollars. They would like to go ahead and expend that amount rather than the four million they had obligated over the lifespan of the current TIP. Mr. Rogers stated they asked that before they do that to make sure that won't interfere with any of their other projects getting obligated and pushed within that time period. Although the money was there for the whole thing, they want to make sure that they don't get down to the end of the line in few years from now and say we're short on money because they went ahead and let them expend the entire seven million rather than the four million obligated. Mr. Rogers said the others are pretty much the same as they had originally been. The one that has the major increase past that would be the US371 in Webster Parish. He said they are looking at letting the engineering phase of that in 2024 timeframe. The environmental and preliminary engineering has been completed on that

project. Mr. Rogers stated that other than that this was just giving them an update on things. He said the last one, the Active Transportation Plan, they're going to get that posted, but they're still waiting on that final entity statement, and they'll get it posted to their website on Monday, thirty-day turnaround. He will have something for them at the next meeting unless they get a lot of submissions. They're anticipating three to four, but unless they get a lot more, they should have it narrowed down to their preferred choice to submit to them at the next meeting. Mr. Clarke asked if there were any questions for Mr. Rogers. Having none, Mr. Clarke moved to the next item on the agenda, project updates.

Project Updates

1. I-49 Inner City Connector Update

Mr. Rogers stated that for the last six weeks they've been working to refine the #A alternative and have had several meetings. Three very large meetings with DOTD and Federal Highways in Baton Rouge with the full consulting team and several of the different offices within DOTD and Federal Highways present. On the 27th, they had a little more than a half day. Mr. Rogers said that Dr. Kalivoda called it a workshop, but basically laid out everything and everybody sat there with their markers and marked it up saying that this is what we need to fix and to do this and that. They were to have those comments finalized within two weeks. Mr. Rogers stated that they're looking at August 12th to reconvene and address those comments and make sure they are done, and they'll move forward from there towards the public meeting that was part of Dr. Kalivoda's overall timeframe for the project. Being with that, they're looking at sometime in late August for a special MPO meeting, single topic, single agenda item, which would be here's the layout of what we've come up with and what they've come up with for 3A to present to them prior to the public meeting. Looking at roughly October 17th for that public meeting. There are things they are wanting to do after presenting it including meeting again with SHPO, Federal Highways and everyone in between there, and a couple of community meetings prior to the public meeting on that project. Mr. Rogers stated that they're moving pretty close in line with Dr. Kalivoda's original project schedule. He knows that October 17th falls slightly outside of the 3rd quarter timeframe, but some of that is because they had a giant spreadsheet they were following and getting things done by certain dates.

2. I-69 SIU 15 MEGA Grant Application

Mr. Rogers stated that from the consultants: the traffic analysis is completed and evaluated for benefits. They have completed the description for temporary traffic control and are gathering information to refine the draft projected cost estimate. The BCA is nearly complete pending final cost and schedule. They're expecting to have the draft narrative done by the end of next week or beginning of the following week. Mr. Rogers said that from the local team: Mr. England and his group are coordinating the overall effort. They had a local team status call on Monday to review some of that. He believes that Kathy French from the Ports office sent out some example letters of support to the local and state delegation to review for the application. They have been trying to coordinate with Dr. Kalivoda's office on the project and what funding would be available through the state to support it and how much they would support it. SIU 15 is from US 171 in the Stonewall area up to I-20 east of Haughton, almost at the parish border in that area. Mr. Rogers said that from the MEGA Grant program the breakout of funding can be fifty percent for any specific project, fifty percent from MEGA Grant, thirty percent from State/Federal and twenty percent match for one hundred percent funding. The MEGA applications that have the three different programs in it, the INFRA, MEGA, and Rural program, the amounts available for this current year are three to three point one billion for the INFRA program, one point eight billion for the MEGA

program, and six hundred fifty to six hundred seventy-five million for the Rural program. One of the things that is noted in there is the NOFA. Projects can exceed those amounts and can be spread out over multiple years for the application. Mr. Rogers asked if there were any questions or comments and Mr. England stated he had a comment. Mr. England said that they were going to huddle up after the Board of Directors meeting, the project support group, for just five to ten minutes to talk about the final plan for moving forward.

3. I-20 Update

Mr. Rogers stated that Mrs. Erin Buchanan was going to give an update on the I-20 Rehab Project. Mrs. Buchanan stated that they're gearing up to begin a project to repair a portion of I-20 for Bossier City, which includes additional repairs on the Shreveport side as well. This is their I-20 Rehabilitation Project. Mrs. Buchanan presented her slide presentation to the board and public. She says that any changes on dates that come about will be communicated as well as all updates on a regular basis. Mrs. Buchanan said that the rehab section in Bossier City is for around Hamilton Road to Industrial Drive. They will be removing all existing pavement and putting new down. They also have limits that are included that are full depth concrete patching which is extensive in itself. That will be from Industrial, I-220 on the east side of the project, then from Pines Road to I-49 on the west side of the project. Mrs. Buchanan says that not only do they have the rehab project going on, but some extensive patching and repairs as well. The traffic impact will be on both sides east and west just for the preparations. She says the construction phase is not set in stone and there may be some adjustments made to it as the contractor and DOTD move forward. Starting with phase one they will be shifting traffic to the inside lane so the contractor can reup the shoulder so they can eventually put traffic on the outside shoulder and build the outside lanes. Phase two will be shifting traffic to the outside which would've been just built to strengthen the outside shoulders to put traffic on them then begin construction on the inside lane and inside shoulder. At this point they're looking at working eastbound and westbound simultaneously, but again there could be adjustments to that. Any changes will be communicated. Mrs. Buchanan said that phase three is basically a flip flop. They will shift traffic to the inside lane, reconstruct the outside lane, outside shoulder and begin ramp work with ramp closures. The ramp closures are broken down into three stages and there could be changes, but that's what they're looking at right now. Stage one consists of closing Industrial Drive and working on those ramps. Mrs. Buchanan said that obviously they're not going to have ramps closed at the same time. Stage two, currently, is Barksdale ramp and Airline Drive. And stage three will be Old Minden Road. In terms of management of traffic and responding to incidents they will have a dedicated map truck. This contract includes a dedicated map truck as well as a tow truck. This project also includes a queue detection system. It will include quite a few sensor detectors and warning signs at these various locations. The idea is to alert motorists of the condition that they're approaching and will tell them in real time what the queue is looking like to be able to make the appropriate decision. They will have nine portable message signs to inform traffic in the work zone. They do have a stakeholders meeting scheduled for next Tuesday at 10 A.M. at the Bossier Sheriff Sub Station off Viking Drive. They're looking at about two to two and a half years of work. Mr. Rogers asked if the rehab and patching would occur simultaneously. Mrs. Buchanan stated that that would be up to the contractor to do, but she didn't think that that's their plan. Mr. Rogers asked if during the patching it would be shut down to one lane. Mrs. Buchanan said it will, but she thinks it's going to be mostly night work. Mr. North stated that it's currently set to be night work. Mrs. Buchanan stated that the patching is full depth which is all the way to the roadway base and not just the surface. Mr. Clarke asked if she would come back and give them an update when the work begins on the Shreveport side of I-20. Mrs. Buchanan said that she can provide updates throughout the project if that's what Mr. Rogers wanted. Mayor Chandler asked if they were able to delay the closing of the bridge on HWY 80 at the same time as I-20? Mrs. Buchanan said that probably, but she wasn't sure of the letting time on that bridge but doubted that would be happening simultaneously. Mr. Washington asked if they had any preliminary traffic counts for the alternate roads that they may be getting off at. Mrs. Buchanan stated that through the traffic management plan the consultant put

all that together and she didn't have that in front of her. Mr. Washington asked if they could have that shared with them so he could share with the bus service, especially Bossier, to share what their service is going to look like. Especially if they'll be expecting a lot of additional cars getting off on Airline. A public question was asked if the widening of the shoulder work for traffic to go around during the construction was going to stay intact for emergency purposes. Mrs. Buchanan said the shoulders were being rebuilt as part of this as well and strengthened to put traffic on them. They asked if they would be left permanently so they could fully get off the road. Mr. Rogers said they'll end up with wider, deeper shoulders, but there won't be a full initial travel lane. It won't be adding capacity. The public stated that it looks like it will be concrete shoulders and asked if that were true. He asked if they will be full depth concrete in the future rather than asphalt. Mr. Rogers stated that unfortunately they couldn't steal from the center to add capacity because the biggest issue with that is the Benton Road, Airline Drive and Barksdale exits. That there was no room to steal from. Mr. North stated that if you expand to one side you run into clearance problems. Benton Road in Bossier would have to be completely redone to add another lane. We have attached the slide presentation which Mrs. Buchanan followed for her presentation. Mr. Clarke asked if there were any questions or comments from the committee.

Announcements

Mr. Rogers stated that there is no meeting in July. The next meeting will be Friday, September 15, 2023.

Adjourn

With no remaining agenda items, Mr. Clarke entertained a motion to adjourn. Mr. Washington motioned, and Mr. Norton seconded, and the meeting was adjourned.

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive, flowing style with a horizontal line extending from the end of the name.

J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 8-4-23

Name: John Perkins

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: Attentale strong

Comment on: ☒ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

I-4G

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner.

The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

August 7, 1997

Attention: Mr. J. Kent Rogers
Northwest Louisiana Council of Governments
509 Market Street
Suite 1000
Shreveport, LA 71101

Dear Mr. Rogers:

A few days ago I came to your office and viewed the document-Caddo Bossier Metropolitan Area Transportation Improvement Program (TIP) for Fiscal Years 1998 through 2001. I understand it is scheduled for adoption at the next meeting, August 13th.

In reviewing the document I noticed it listed TIP 455-08-0049 (I-49 comments I-20 to I-220) Environmental Impact Study.

When I questioned the funding of this Project to a gentlemen in your office, he called Baton Rouge and learned that this impact study has not been funded and should be removed from the document.

I am, therefore, writing to you to request that TIP 455-08-0049 be removed from this document before the meeting on the 13th.

Also I take this opportunity to request that the route I-49 to I-20 to I-220 be removed from the map and that the idea of an impact study be abandoned. The residents, particularly the Patzman Civic Club, have written many letters to their representatives requesting that the impact study not be funded. The residents know the impact such a highway would have on their neighborhood and know that it would be very negative for them. If this plan would be taken off the map as even a possibility, the residents could work more fully for neighborhood improvements in their community. As long as the highway possibility lingers, improvements in the neighborhood are hindered.

I appreciate your attention to this matter and also request that I might be permitted to attend the meeting on the 13th.

Sincerely,

I-20 Rehab

Project No. H.012889

District 04:

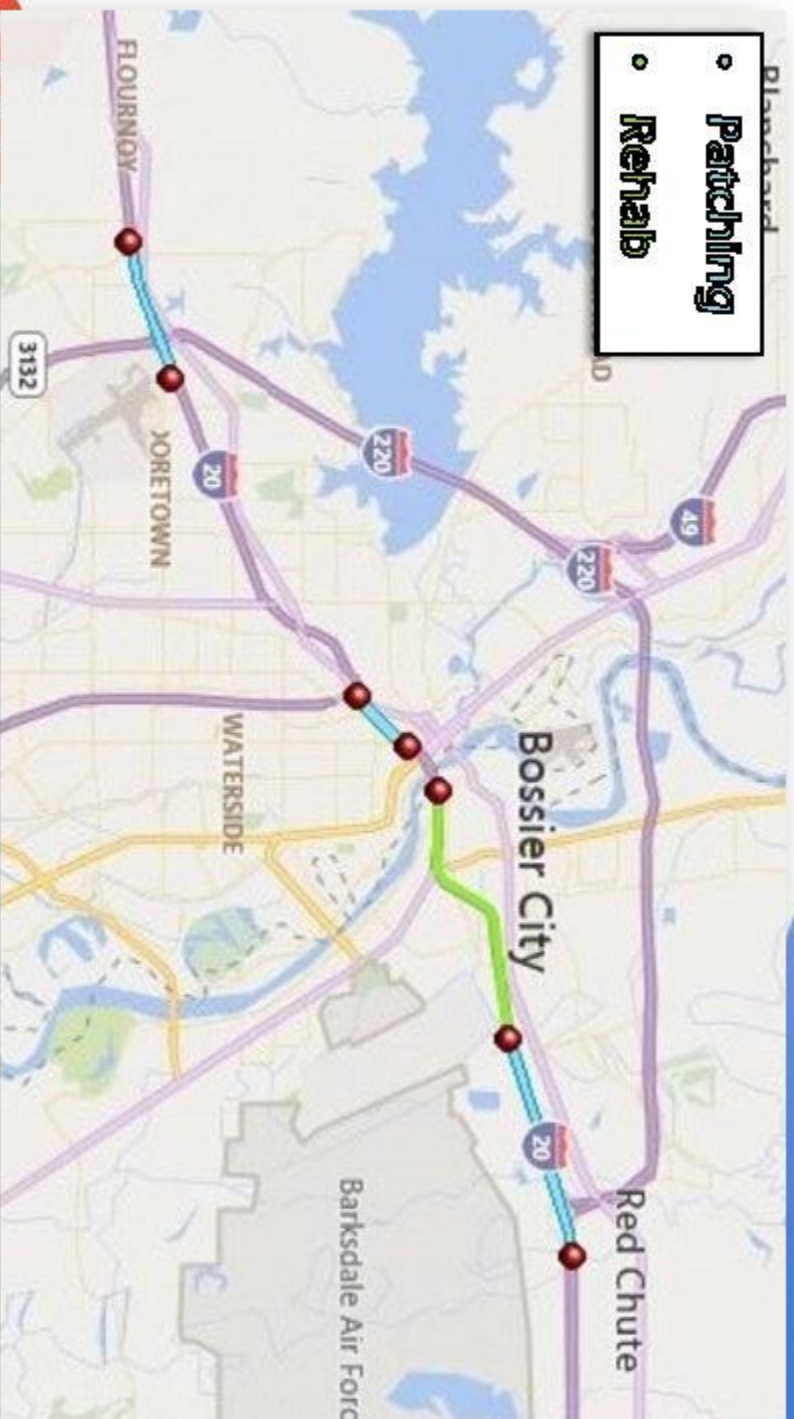
District 04 Administrator:	David North, P.E.
Area Engineer:	Steve Christner, P.E.
Project Engineer:	Demarcion Evans, P.E.
Public Information Officer:	Erin Buchanan

PROJECT DETAILS:

- ❖ Letting date: May 10, 2023
- ❖ Notice To Proceed: July 31, 2023
- ❖ Assembly period: 90 calendar days
- ❖ Work to begin: September 18, 2023 (est.)
- ❖ Calendar days bid: 730 days
- ❖ Bid amount: \$117.6 Million

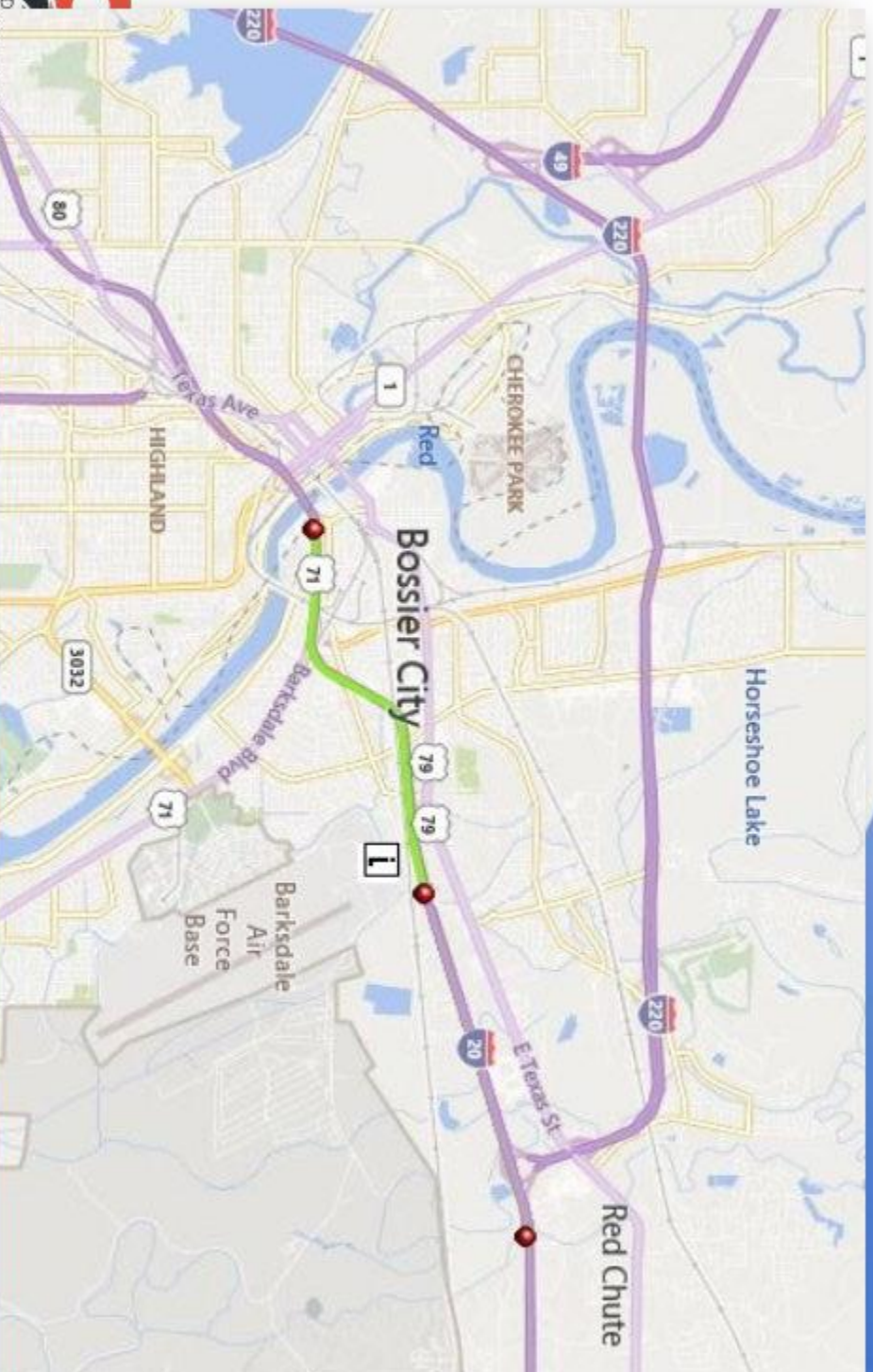
TOTAL LIMITS

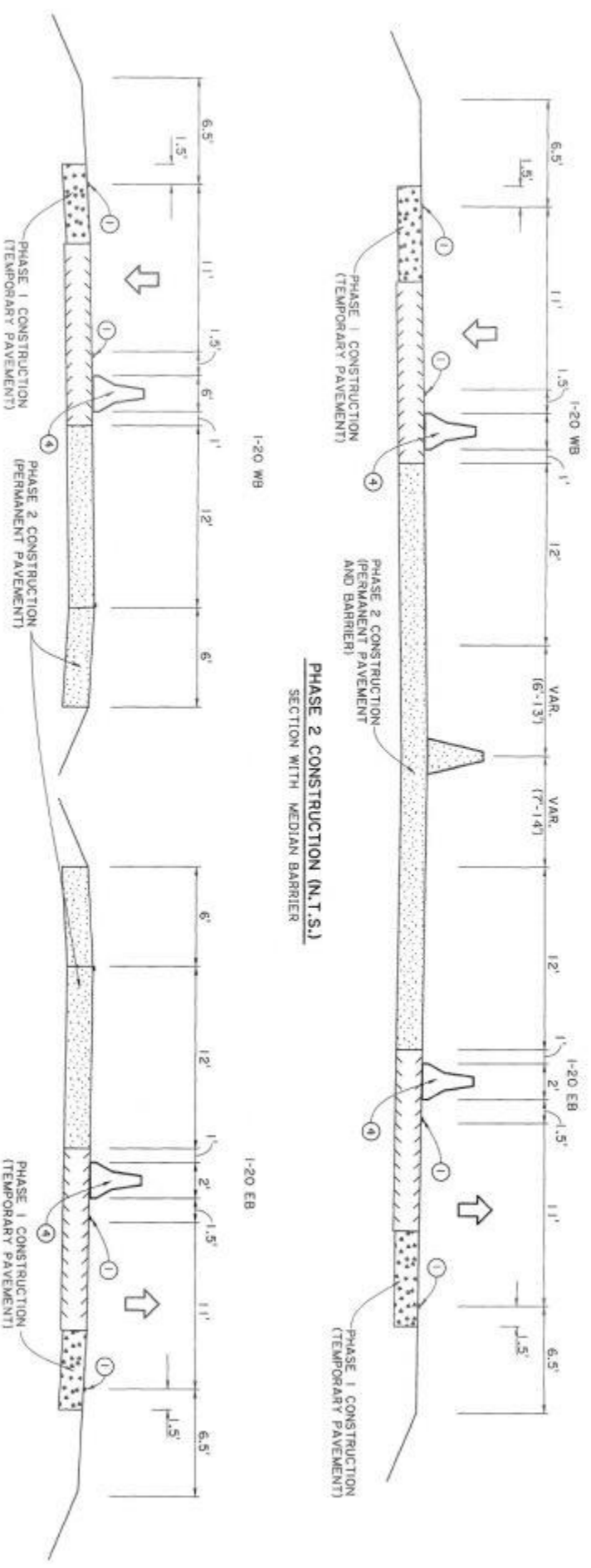
Pines Road in Shreveport to I-220 in Bossier City



REHAB LIMITS

Traffic Street to Industrial Exit in Bossier City





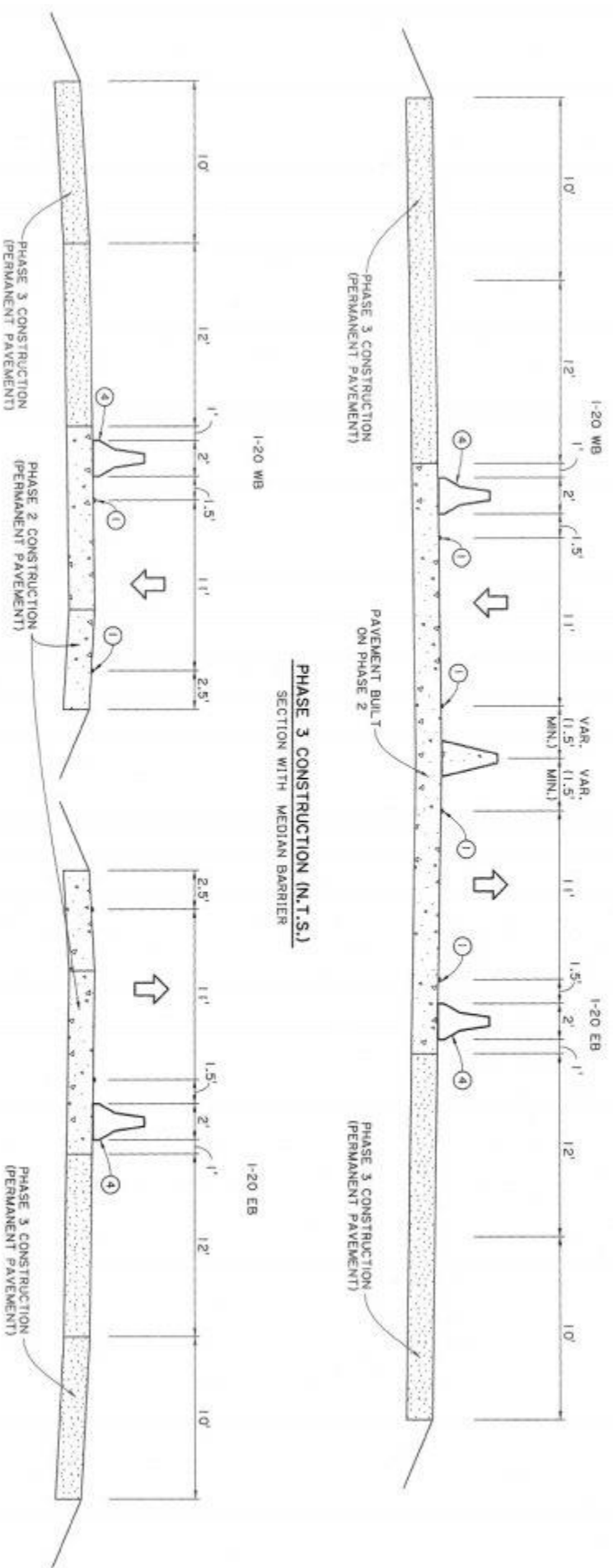
PHASE 2 CONSTRUCTION (N.T.S.)
SECTION WITHOUT MEDIAN BARRIER

PHASE 2 CONSTRUCTION (N.T.S.)
SECTION WITH MEDIAN BARRIER

PHASE 2:

- ❖ Shift traffic to the outside lane.
- ❖ Construct the inside lane and inside shoulder.

CONSTRUCTION



PHASE 3 CONSTRUCTION (N.T.S.)
SECTION WITHOUT MEDIAN BARRIER

PHASE 3:

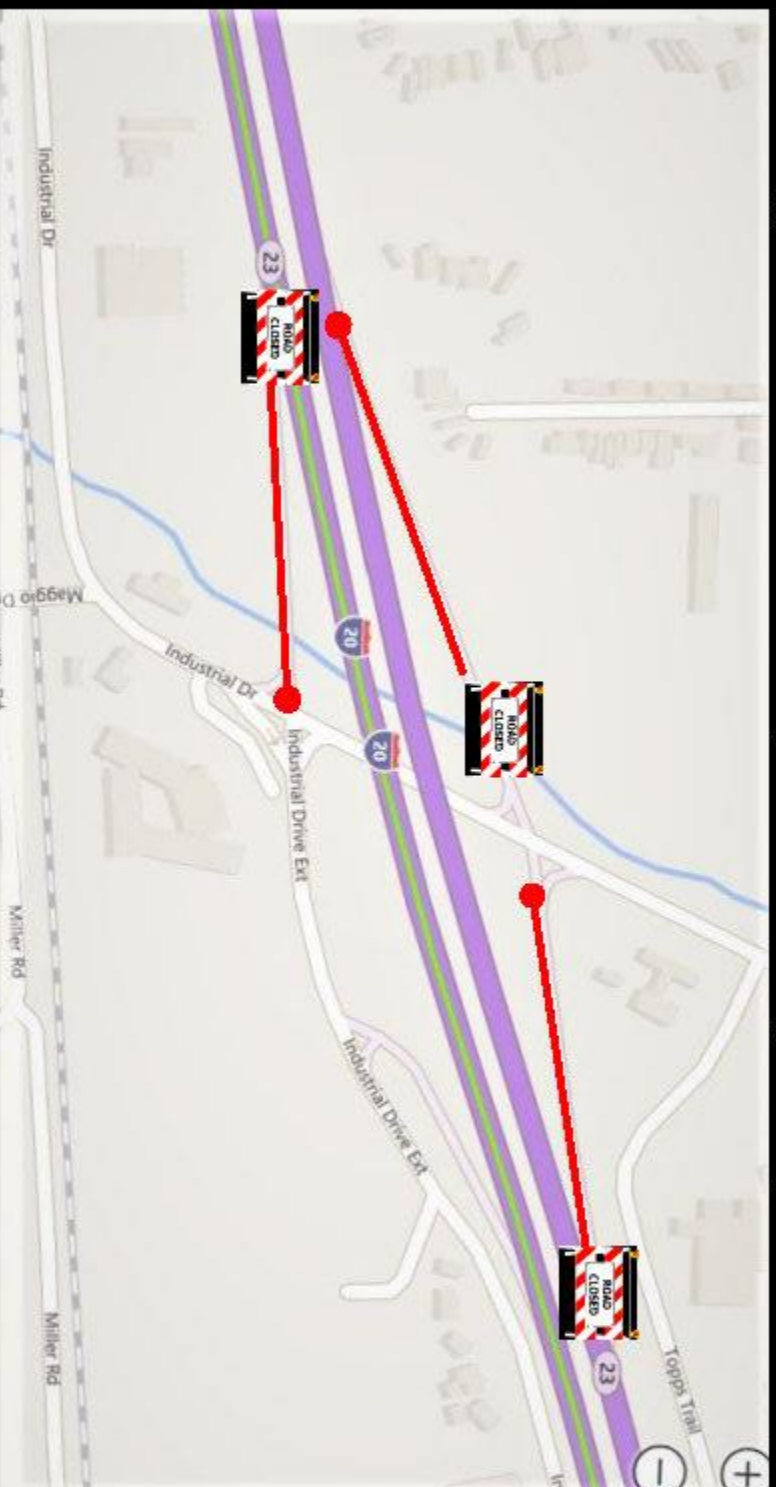
CONSTRUCTION

- ❖ Shift traffic to the inside lane.
- ❖ Construct the outside lane, outside shoulder and begin ramp work with ramp closures. (Stages 1, 2 & 3)

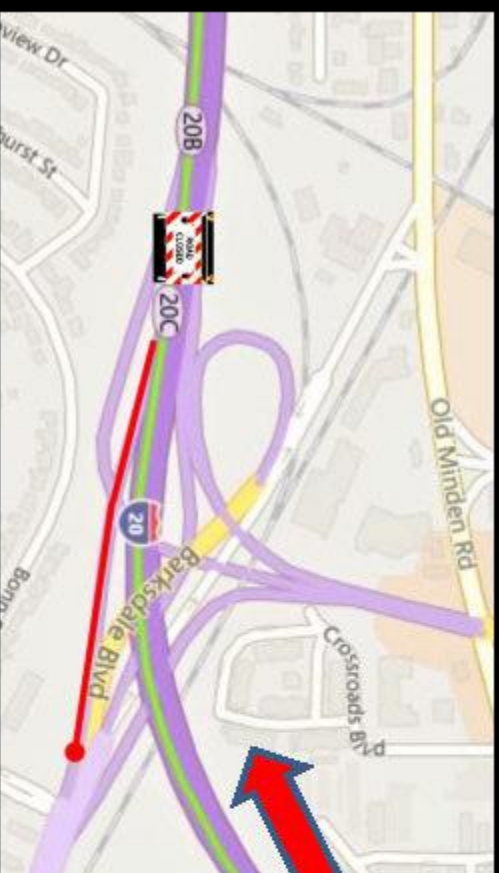
Phase 3: Ramp Closures

STAGE 1

Closing of Industrial Dr. (LA 782-2) ramps.



STAGE 2

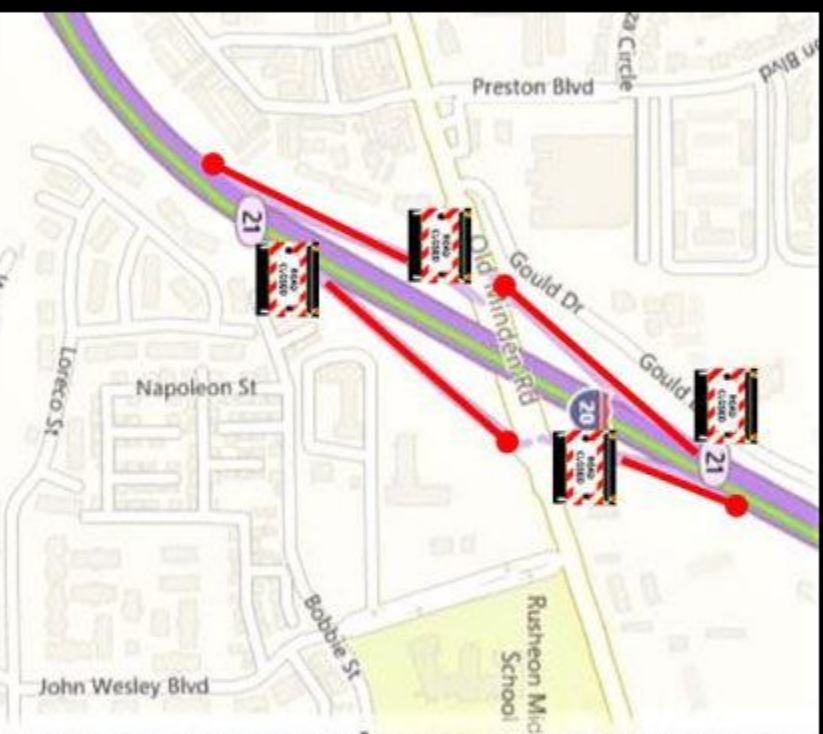


**Closing Eastbound Barksdale
Ramp & Airline (LA-3105)
ramps.**



STAGE 3

Closing Old Minden Rd. (LA-72) ramps.



MAP & TOWING

Motor Assistance Patrol Operations:

One daily Patrol Truck w/ Utility Back and 1 Slide Back. 7.5 ton capacity tow truck will be provided.



The diagram illustrates the I-220/I-20 interchange. The top section is labeled "Eastbound" and shows a curved ramp for I-220 with lane numbers LA 3132 and LA 3270. The bottom section is labeled "Westbound" and shows a straight section of I-20 with lane numbers LA 3132 and LA 3276. A blue arrow points to the right, indicating the direction of travel. A label "WESTFIELD ST" is visible near the bottom right, with a note "NO ON RAMP, PAVT. RECONSTRUCTION" pointing to a specific area.

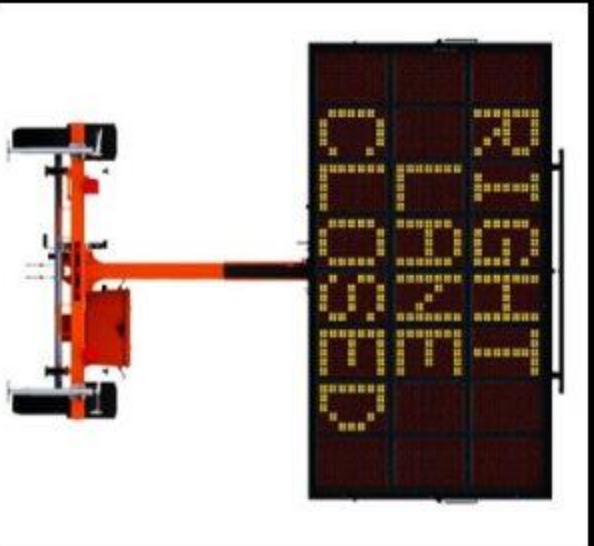
The contractor will provide 2 preemptive warning systems:

- 

SIGNS

Portable, Changeable Message Signs:

The contractor will provide **9** **PCM's** to inform traffic in the work zone



Permanent Dynamic Message Signs:

There are **5 DMS's** on I-20, **1 DMS** on I-220, and **1 DMS** on I-49 that can be utilized to inform driver's of future conditions.



QUESTIONS?

District 04:

District 04 Administrator:

David North, P.E.

Area Engineer:

Steve Christner, P.E.

Project Engineer:

Demarcion Evans, P.E.

Public Information Officer:

Erin Buchanan

Erin.Buchanan@la.gov

(318) 549-8402



Metropolitan Planning Organization Transportation Policy Committee

September 15, 2023- 9:00 am

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

On agenda items with the exception of the I-49 Inner City Connector

ITEMS FOR CONSIDERATION

1. Approval of Minutes

[Approval of Minutes from August 4, 2023](#)

2. Transportation Improvement Program (TIP)

[Update and amendments – STBG program](#)

3. Metropolitan Transportation Plan (MTP)

[Active Transportation Plan RFQ Submittal](#)

PROJECT UPDATES

1. I-49 Inner City Connector

Build Alternative 3A Update

Dr. Eric Kalivoda – Secretary LaDOTD

Kerry Oriol – Providence

Joe Cains – Stantec

MPO Member discussion

Public Comments

ANNOUNCEMENTS

ADJOURN



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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, September 15, 2023 (9:00 AM) NLCOG

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Alan Clarke – MPC City of Shreveport
Mr. Bruce Blanton – Webster Parish
Mayor Tommy Chandler – City of Bossier City
Mr. Butch Ford – Bossier Parish
Mr. David North – LaDOTD District 04
Mr. Michael Norton – DeSoto Parish
Mayor Tom Arceneaux – City of Shreveport
Mr. Eric England – Port of Caddo-Bossier
Mr. Dinero' Washington – SporTran
Mrs. Carlotta Askew-Brown – MPC City of Bossier City (arrived at 9:15 AM)
Ms. Erica Bryant – Caddo Parish

Members Absent

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams – NLCOG
Ms. Heidi Stewart - NLCOG
Dr. Shelly Barrett - NLCOG
Ms. Rita Arnold – NLCOG
Mr. Adam Driskill - NLCOG
Mr. Josh Chevallier – NLCOG Legal Council
Dr. Eric Kalivoda – Secretary LaDOTD
Ms. Kerry Oriol – Providence
Mr. Joe Cains - Stantec

Call to Order

Mr. Clarke called the meeting to order. He stated that we generally have an invocation, roll call and a pledge at the beginning of the meeting. Mr. Clarke said that he was going to ask Mayor Chandler to lead us in

prayer and Mr. Washington to lead us in the pledge. He asked if those that cared to join them to please stand. Mayor Chandler began the invocation followed by Mr. Washington leading us in the Pledge of Allegiance. Mr. Clarke asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present.

Public Comments

Mr. Clarke stated they only had comments regarding I-49 Inner-City Connector items which will be taken later in the agenda, so they were going to bypass the public comment section for now and go to the approval of minutes.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the August 4, 2023, meeting. Mayor Arceneaux motioned, and Mr. Norton seconded to approve the minutes as provided. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) – Update and Amendments – STBG Program

Mr. Rogers stated they had only one amendment for adoption today that is for the Active Transportation Plan, and it was introduced for public comment on June 23, 2023, which no comments have been received. Mr. Rogers said that it was for an assignment of the actual project number and a change in funding source from the TA>200k funds to STBG>200k funds. He stated that again, they had received no public comments.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion to Adopt the Update and Amendment – STBG Program for the Transportation Improvement Program (TIP), Mr. Washington motioned, and Mayor Chandler seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Metropolitan Transportation Plan (MTP) – Active Transportation Plan RFQ Submittal

Mr. Rogers stated that as they put out the RFQ, roughly two meetings ago, for submissions. They received one submission back from Alliance Transportation Group (ATG) along with Alta and EJES here locally. Mr. Rogers said that Mr. Petro sent it around to the technical members to ask for questions or comments from them or if there were any issues from only receiving one proposal back. A couple of comments and questions they received back were, “Do they have a working relationship with ATG and are they comfortable working with them?”. Mr. Rogers stated that “yes” they do have a working relationship with them and “yes” they are comfortable working with them. He said the others came from a couple of different agencies and it was to make sure that they had ATG coordinate the efforts of this along with some work that Shreveport MPC is about to embark on and some things that are about to happen through the DOTD district office, in terms of some safety projects and other projects. Mr. Rogers said it was just to make sure that whomever they award this to coordinates the efforts through them. He said that they didn’t have a problem with them just receiving the one and they made sure with DOTD that that was still okay. Mr. Rogers stated that unless they

had any objections they'd like to go ahead and move forward with ATG submittal proposal.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion to Accept the Qualifications Statement from Alliance Transportation Group. Mayor Chandler motioned, and Mr. Ford seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

Project Updates

1. I-49 Inner City Connector – Build Alternative 3A Update

Mr. Clarke called upon Dr. Kalivoda, Secretary LaDOTD, to speak first. Dr. Kalivoda stated he didn't want to go through the history because everyone's familiar with this project they've been working on for years and years. He said there's been several alternatives developed as everybody knows. Four Inner-City Alternatives, one of which was eliminated because of its impact on known historic properties. Then there was what's referred to as the "loop it" alternative, alternative 5, which starts in the city using a section of 220 and 3132. The alternatives 1, 2 and 3, which are the Inner-City alternatives that remain, would impact the potential Allendale National Historic District that SHPO has indicated is eligible to be a historic district. Alternative 5 impacts the recreation area of Cross Lake. All of those impact what are called 4F properties, and that refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. Dr. Kalivoda stated that under the federal environmental regulations, if a project impacts Section 4(f) properties, an alternative to avoid or lessen the impacts must be considered if such an alternative can be developed. He said that they have in fact developed such an alternative and they'll see the details of that in just a moment. It's called Alternative 3A and it was developed for that specific purpose. It would avoid impacts to the Cross Lake recreation area which is also the city water supply (Alt 5). It would lessen direct and indirect impacts to historic properties, particularly in the potential Allendale National Historic District (NHD). Dr. Kalivoda said that this is the avoidance or minimalization alternative for 4F impacts and they've gone through a feasibility study, and it is in fact feasible. Dr. Kalivoda said they do have a couple of options that only pertain to the access to Ford Street and will be shown to them momentarily. Mr. Clarke asked Ms. Oriol if she had anything to add and she stated Dr. Kalivoda summed it up and they were ready to show the alternatives.

Mr. Cains was next to address the board. He said, like Dr. Kalivoda stated, they knew the project history so he would just touch on where this project has evolved to the new alternatives that he described. Mr. Cains directed everyone to the screen, showing them Alternatives 1 and 2. He said it was the alternative that cut through the neighborhood of the Allendale district and that had a lot of opposition to say the least. What they've come up with, and showing them where the red line was, a thought to create an alternative that minimized the impacts to that developed area. Mr. Cains showed them the red lines going up and around and tying back in near Hearne, is the alternative that they were initially requested to look at. He turned the old alternatives off and started with an overview of each of the new alternatives that they've developed. Mr. Cains stated they had two new alternatives and the difference between them is kind of intricate, but it basically follows the exact same alignment. He said it starts at the I-20 interchange with I-49 and starts north going right in between Allen Avenue and Pete Harris, curves to the east slightly and then kind of hooks around, creating more of a serpentine type of alignment. Mr. Cains said its curve is not very tight at all and is very similar to the curvature that I-49 has leading up to the I-20 interchange. What they are seeing is an all-elevated bridge structure cutting through all the way to I-220. Part of the task that they were charged to do was to complete the I-20 interchange with the ramps that are missing from the interchange today. They would have a

westbound to northbound ramp, as part of the new alignment, and a southbound and eastbound ramp. The existing ramp today, if you were heading eastbound on I-20, there will be some reconstruction of this ramp so that you could tie into I-49 northbound. They're assuming a sixty-mph design which is not anything that would be of high speed and more of an urban type setting. Mr. Cain said they begin to curve to the east a little bit right where Ford and Caddo kind of intersect with Pete Harris, and he'll get into the details of what the Ford Street interchange is a little later. He said they continue north and stay just west of the water museum as well as the railroad museum location, begin to curve to the west, and go just north of the fire station there, crossing over Common Street, as well as Cross Bayou, circling around. They make another cross into Twelvemile Bayou and create an interchange with Hearne. By that point they are right back on alignment for where turns one and two used to be. Mr. Cains showed them the old and the new.

He wanted to focus now on the improvements for Ford and I-20. He started with the loop alternative. Mr. Cains stated that what this alternative provides is a direct connection from I-20 to I-49. All the ramps are exactly the same as what he described earlier. He said if you were to go north and hit Ford Street, you would have a loop ramp that you would curl around and tie around to Caddo and Ford. This would be a signalized intersection. The uniqueness about this alternative is you would go northbound and connect with Ford and Caddo, but also if you wanted to continue north, you would have to stay on that same side of the interchange and you would come from this way, following his hand, and continue north. He said that everything about this interchange is fairly traditional. You have a southbound exit ramp, a southbound entrance ramp, back onto southbound I-49. There are some improvements along Ford and Caddo. The footprint of Ford is going to expand a little bit and that's really to handle the traffic that they anticipate at this interchange. Basically, it will be two lanes in each direction through the interchange and then they would neck back down to the one lane in each direction as they get closer to Allen and North Pierre. The other uniqueness about this interchange is that they're going to realign Pete Harris so instead of cutting it off and running it into the neighborhood they're going to maintain that connectivity for Pete Harris. At Fannin Street they have a connection where they're going to realign it to Travis Street so that they can maintain that connectivity. Mr. Cains stated that everything else about this interchange is really a signalized intersection at Common Street that will be expanded a little bit to accommodate the new additional lanes at Common Street. They facilitate all the turning movements at the interchange. You'll be able to turn in every direction and there are no restrictions. However, as you go to the west and into the neighborhood, that's where the restrictions begin to manifest. The first restriction in this alternative is Allen Street. As of today, the intersection with Ford and Allen is a full intersection where you can turn left and right, and also go through. Because of the new interchange, they would have to convert Allen Street to a right in and right out only on the north and south sides of Ford. If you were headed south on Allen trying to get to Ford and wanted to get to that interchange, the better alternative route would be to use the neighborhood grid and come down Pierre and take a left onto Pierre to get to the interchange. Mr. Cains continued that likewise, if you were headed north on Allen and wanted to get to the interchange, you can absolutely do that, but you wouldn't be able to take a left at Ford. You would be forced to take a right. If you wanted to head west into the neighborhood, it would be better to use Garden Street or any of the east/west routes or north/south of Ford. Mr. Cains wanted to talk a little bit about the constraints. He points out that the Renaissance Apartments, regardless of the alternative, were going to get impacted. This alternative is no different than the previous ones that were developed. These apartment complexes would be impacted. As we move north toward Ford, there are some new apartment complexes that are just on the south side of Caddo that have been recently developed, this alternative would not impact those apartment complexes. However, there are some townhouse homes on the northside of Caddo as well as Mt. Moriah that would have some impact on them because of the expansion of Caddo Street. Also, Mt. Moriah Park would also be impacted because of the alignment of the I-49 Corridor. The recent housing development to the west, they are trying to avoid that and have no anticipated impacts. The warehouse right on Common Street as you approach the bridge from Twelve Mile Bayou, that's going to get impacted. The Railroad Museum, they set the

alignment to avoid that impact, as well as the Waterworks Museum. It does skirt by that property. The power station that's by there, just north of the Waterworks Museum, has a potential impact. As they curl around, they're trying to avoid as much impact as possible. They are avoiding the impact on the fire station. As you curl around there is the Firearms Training Facility and the Enviro-Vac business, unfortunately those will be in the path of the alignment. The Caddo Parish Solid Waste Facility, we are avoiding impacts to the building, however, there are some house type facilities that the alignment will cross through. In general, that's a summary of the impacts for this alternative, the Loop Ramp.

Mr. Cains wanted to switch to the next alternative, the Roundabout. This alternative proposes roundabout intersections at this interchange instead of the loop ramp. He wanted to back up a little bit to the I-20 interchange because he wanted to talk about the access there. He states that if you were headed west bound on I-20, in this particular alternative, if you use the I-49 northbound ramp, you wouldn't be able to exit onto Ford Street. Looking at the other interchanges and connectivity in the area, they believe there will still be opportunities to get to the downtown area just as easily. Mr. Cains said that there was kind of a trade off with the issue of not being able to provide access to Ford from I-20. There's not enough distance between I-20 and Ford to provide the weaving movement in traffic operations and safety that you would want to have to provide that access. He said that's one of the major differences between the two alternatives. Mr. Cains stated that the other is if you're on I-49, instead of the loop ramp that he described previously, you would have an exit ramp that peeled off to Pete Harris, be on Pete Harris and make your weaving movements as you approach the downtown area and then get to the roundabout. He wanted to discuss the roundabout operation in more detail. Mr. Cains stated that what roundabouts do is eliminate the need for a signal. The roundabouts are a continuous motion and people yield for those in the roundabout and then take their turns to where they need to go. They are proposing four roundabouts. One is on Common Street and that is referred to as a multilane roundabout where you would have two circulating lanes. At the interchange at the northbound terminal, you would have a roundabout where you would have a combination of a single and double lane roundabout. At the southbound terminal you would have a combination of a single and double lane roundabout. Then at Allen you would have a full roundabout. Mr. Cains said going back to the differences between the previous alternative and this one, there is a roundabout intersection at Allen that would allow more access at Allen versus cutting off that access and forcing people to use more of the neighborhood roadway grid to get around. The impacts to Caddo Street, Common and Pete Harris are very similar. The townhomes and Mt. Moriah Church are still impacted. They did make sure to avoid the impacts to the apartments on the south side. What they also do here is provide more connectivity from a grid perspective. Between Allen and Pete Harris, Travis Street and Spragg Street do not let you get across going west to Allen. Mr. Cains stated they are providing and introducing a new connection between Travis and Allen which will hopefully provide more grid connectivity in the area and more circulation. He asked if Mr. Rogers or Dr. Kalivoda wanted to add anything.

Dr. Kalivoda stated that really the difference between the two alternatives, the main line is identical between the two, but it's really how you access Ford Street. As Mr. Cains mentioned for the loop, all the movements are there. You're coming north on I-49, east and west on I-20, you can go north on I-49 and still get off on Ford. Dr. Kalivoda said that with the other alternative if you're coming east or west on I-49, you cannot get off on Ford. He said their model shows there's very little demand to actually do that from east and west on I-20 to go north and get off at Ford. Most of the traffic that wants to get off at Ford comes from further south on I-49 and so there's excellent access to that. The concept of the roundabout option is that Pete Harris would be converted to a one-way street and possibly Allen a one-way street in the opposite direction. That is the business boulevard the community has mentioned a number of times. Dr. Kalivoda said that the ramps that we currently have to get on and off of I-49, just north of I-20, will remain and they tie right in with Allen to go south on I-49 or if you want you could go get off going north on Pete Harris right there as well. That's kind of

the difference between the two and it's a community decision as to what people would prefer. If you've seen roundabouts before they can be very esthetically pleasing and nice to use. Dr. Kalivoda said they have built many around the state and are continuing to build more. He stated that there's not much development in between Pete Harris and Allen other than the public housing complex, but there is a hotel right up from where the new ramp will be that will be impacted. A lot of the other existing occupied structures that are along Allen, most of them can remain in place. There's no need to remove them. If it is going to be developed as a business boulevard, then the zoning will need to be changed obviously to not prevent anymore residential along either of those streets and try rather try to attract businesses along Pete Harris and Allen.

Mr. Rogers stated that the intent up to this point was to open it up to the board for questions or comments. Mr. Clarke asked if there were any questions or comments from the committee. Dr. Kalivoda wanted to make a couple more comments. He stated that their proposal is to develop and create in the same level of detail that the other alternatives that have been developed and then present that to the public. They have a public meeting scheduled tentatively for October 17, 2023, and that would be the point at which they would present 3A along with the other alternatives, even though the public has already seen them, and have enough information so that people can compare relative benefits and negative aspects of each of the alternatives. That's where they would like to go next with this. Their schedule that was laid out approximately five or six months ago to completion of the environmental process on I-49 north, calls for them to get to a draft in environmental impact statement in the late spring in 2024. Then a final environmental impact statement, ROD (record of decision) by the end of 2024. That's the schedule that they're on and trying to maintain. They hope at the public meeting on October 17th, they'll get input from the people, the business community, and residents of the area to see what they think about things.

Mr. Rogers stated that at that public meeting there will be alternatives 1,2,3,3A and 5 that will be presented. The only one that will not be is alternative 4, which has previously been removed from all parties. They will also have some examples of context sensitive solutions and ideas of things that could be done in the area such as cross-sections, some examples of roundabouts and how they work, some renderings to look at to see what the alternatives could possibly look like. Mr. Rogers said those structural examples and context sensitive examples will be generic in a sense and that they won't be alignment specific. They won't be exact per individual alignment, just examples of what they could look like. Again, the public meeting is scheduled for October 17, 2023, from 3:30 to 6:30 at the Shreveport Convention Center, Captain Shreve Ballroom C and D. Mr. Clarke asked what particularly happens after the public meetings. Mr. Rogers stated that there's a ten-day period following the meeting to receive comments back. Dr. Kalivoda said that people can send their comments up to ten days following the public meeting. It must be postmarked in the ten-day period if it's mailed in, but electronically is an option as well. There will be displays and stations where people can go to individual members of the team to talk with them and get their questions answered.

Dr. Kalivoda said that he'd be remised too if he didn't bring up that it always been their intent if one of the inter-city alternatives is selected, to use the project as a catalyst for community revitalization. He wants to keep bringing that up and he brought it up to the business community a number of times because they're going to have to step forward. It can't all be government, but private sector too stepping forward with investing in the area. One of the things he looked at spending a day and a half by himself driving around the area and downtown was that the infrastructure is in bad shape in that area. The streets are in bad shape, the drainage systems are in bad shape, and he suspects that the sewer system is not in the best shape along with the water system. The electric and utilities don't seem to be in great shape either so there's a lot of reinvestments in just basic infrastructure that is needed, but there will be a need for further investment in housing and business development in that area as well to truly be transformative which is what they would like to come out of this. If one of the downtown alternatives is selected as the preferred alternative that commitment remains on the part

of the state, and he thinks from this body as well. He'll just keep pounding on the business community to step forward.

Mr. North asked how this affects the one hundred million allocated to go to I-49. Dr. Kalivoda stated that once they have a ROD (record of decision) they can start engineering and sufficient engineering to acquire the right-of-way if there's any environmental litigation that needs to be addressed such as minor wetlands impacts and things like that they can go ahead and take care of. In addition to the hundred million there is a forty million dollar a year revenue stream that comes to this project as well. The first year this will be positive is this year. That revenue stream goes on in perpetuity and does not grow with inflation or anything so over time it has less buying power, but it is forty million per year and that goes on forever. There is a revenue stream to begin to develop a project and part of that project cost will have to be whatever community mitigation we want to do to help with the revitalization of the community. If we choose one of the downtown alternatives, his thinking on part of the state and NLCOG, is to at least go out a couple of blocks on either side of the facility and rebuild all that infrastructure, the streets, fix the drainage system, sidewalks, etc. Dr. Kalivoda said that he would hate to do that if there's repairs to the sewer and water system needed. That needs to be done first. Then come in and rebuild the streets, drainage system, sidewalks, etc. so you have a foundation for the community revitalization which is needed in this area.

Mr. Ford asked Mr. Rogers about the original alternatives other than 4 and the loop-it, did anyone travel on I-20 east or westbound, go north and have access to Ford Street. Mr. Rogers said yes, it would be the same as with the loop option that there would be controlled access issues that would be on both sides as you come off. He said that at least the first block you're limited completely and the second block it would be right in right out type of things. Mr. Ford asked if they had included any roundabouts in either one of those. Mr. Rogers said there was a look at both roundabouts, and it was a diamond type thing.

Public Comments

Mr. Clarke stated we had several public comments. Mr. Chevallier asked since we had multiple comments that they please try and keep their comments to the three-minute time frame.

Ms. Liz Swaine was the first to comment. Ms. Swain introduced herself and stated she was head of the Downtown Development Authority for the City of Shreveport and also the Downtown Development Corporation. She stated that she thought most of them received the letter she sent out about Alternate 3A when it first came to light and their comments are relatively the same. Ms. Swaine says they are opposed to it for a number of reasons that were laid out in the letter that she would share with them again. She says that it feels very much to the DDA and the DSDC and the others that she has spoken to that what they are trying to do with this 3A is jam a round peg into a square hole. It is very difficult to see what this is going to bring to downtown and our surrounding area. Ms. Swaine said that it makes this a walled city and just because you're not having to destroy buildings along its route doesn't mean that those buildings aren't negatively impacted. She said they believe this negatively impacts the downtown development district again in a number of ways. It negatively impacts a significant national historic monument and feature in our downtown which is the Shreveport Waterworks Museum. It negatively impacts our downtown commercial historic district. Ms. Swaine said so again, they understood, and that she spoke in length to Mr. Rogers, and he said that this is something they have to run the tracks on, they have to get the information and put it out there. She said that now they have the information, they oppose it even with this new information.

Mr. Ross Barrett was second to comment. Mr. Barrett stated he was a local business owner and was appreciative of all the hard work. He also wanted to thank Dr. Kalivoda, Providence and StanTec for their work

and professionalism. He said it's very, very appreciated and it's the leadership they've needed for quite some time. Mr. Barrett stated that in the teens there were six LaDOTD meetings and asked Mr. Rogers if he remembered those meetings. Mr. Rogers said that yes and actually there's been twenty odd meetings in the timeframe, but he did recall those. Mr. Barrett said that he recalls those, and he recalls that there was over ninety percent support so they can have their own opinions, but they couldn't have their own facts. He would ask that to be brought to the October meeting because he thinks that would be very instructive. He's spent a lot of time in Allendale talking to church leaders, the people that live there, community renewal and some of them may have had difference of opinions, but he felt they did a really good job of building bridges and transparency. He would encourage them to bring that data back because it's still relevant. Mr. Barrett said that would be the first thing. The second thing is that regardless of whether it's 3A, 4 or whatever, he just wants to see progress there. He's a huge advocate of getting to a record of decision whatever it is. He applauds the leadership and driving that towards a record of decision because that has been the tactic for those that don't want this to happen. However this falls we need to get to a record of decision. Mr. Barrett thinks it will vastly improve the economic development of downtown. He says the political reality is that we will lose these funds. We will lose one hundred million dollars and forty million dollars a year if we don't run. He stated that he does a lot of work in Baton Rouge and New Orleans, and they can grab those funds and put them to work. Mr. Barrett said that for our community in Northwest Louisiana, he thinks it's incumbent upon everyone to acknowledge that. He said and then finally to their point, the business community is not investing in that area. The non-profit community is not investing in that area for one reason and one reason alone, its uncertainty. Mr. Barrett said they give them certainty with a record of decision and personally pledges to them as a business leader that they will absolutely start investing. He stated that he heard them when they were at the Port, and he felt it was a great point. He will advocate with his colleagues to do what they ask.

Mr. Patrick Harrison was third to comment. Mr. Harrison states that he will be brief, and he just had a couple of questions. One question was is the costs of each one of these routes were going to be clearly illustrated at the meetings in October because at what point does cost matter. Mr. Harrison said that he's speaking as a citizen and business owner in Louisiana, and he's concerned about his tax dollars like everyone else is. He knows for a fact that route 5 loop is considerably more expensive. This to him with all the additional work that must be done in and around the interchanges seems like it would have a considerable amount more cost to that as well. He asked at what point does the cost matter or does it even matter anymore. Mr. Harrison was just curious as to whether they were going to present those at the meeting, and it should be considered from a public taxpayer's standpoint. He stated that one last thing that he knows that after digging into the infrastructure bill, quite a bit of the dollars and how they are flowing to the states the spending on infrastructure is ramping up. It looks like 2025 will be the biggest spending year for the infrastructure bill for implementing dollars. He agreed that Mr. Ross brought up a very important point that time is of the essence here to carry this record of decision out to the end of 2024. Mr. Harrison said that we have lost that hundred million. Every single session it gets harder and harder to convince the entire legislative body to hang on to a hundred million dollars dedicated to this MEGA project in north Louisiana. He stated that our community is going to take a huge setback. He said that it's not that they haven't been putting a lot of effort into it, but they're chasing rabbits down holes here and it's going to cost the community ultimately a very, very big project. Maybe just a lot of time because every day this doesn't happen and every day there's not a project it's costing business leaders and communities some serious setbacks in economic growth and in their cost as a business owner. Mr. Harrison wanted to let Dr. Kalivoda know if there's anything they can do and that he's completely amazed that they've made the progress in this in that short of a time frame and could they please try to do that from the October 17th meeting giving the adequate amount of time for public comment. From that point till they get a record of decision. He asked if there was anything they could do to speed that up to save the hundred million dollars because it's going to be very challenging to keep it.

Dr. Kalivoda responded to Mr. Harrison saying that the cost certainly does matter and it's one of the things that you have to weigh in on in an overall matrix. You have to look at impacts, costs, and the benefits along with all those sorts of things. Dr. Kalivoda said that its community impacts, acts that affect the natural environment, the impacts of transportation users, the cost is obviously a part of that. Barry Keeling, Deputy Secretary of DOTD, reminded him of the forty-million-dollar revenue stream. They had the law changed in the past session where the treasure can invest that, and the investment earnings get credited to the account. Dr. Kalivoda says that he has mentioned that you could lose purchasing power over time and that's in fact not true because of that investment. He knows we have costs for Alternatives 1,2,3,4 and 5, and they probably need to be updated considering what's happened in the last couple of years including construction inflation. He doesn't want to commit that they'll have a cost for 3A, but he would certainly like to have a range of cost or probable range for comparable purposes at that meeting. Anything they can do to speed up the process would occur between the October 17th meeting and when they get the draft environmental impact statement done in the spring of 2024. Dr. Kalivoda said that once you get to the draft environmental impact statement it's very procedural from then on under federal regulations and there's nothing you can really do to speed that up. It's a six-month process that's very procedural and you must follow that process so that cannot be sped up. Any speeding up they could do would have to be between the October 17th meeting and the draft environmental impact statement out on the streets. Mr. Harrison asked if there would be a compromise there to at least say if they resided with one route preferred, to make a public announcement so they could use that in the legislative session to prevent that hundred million. He said they need something so if there's a major progress point in time to say that now we're down to procedures, that would help them. Dr. Kalivoda said that he hopes the draft environmental statement will come out and be released at least during the session. He said in the long term if it sat, and sat, and sat it's definitely at risk, but he thinks because they're making progress, he doesn't think the hundred million is at risk in that session. Dr. Kalivoda says that he does understand Mr. Harrison's point and it's well taken, but he thinks they're going to be so close as to having a draft environmental impact statement by then that any ideas people have about deferring those funds would not be successful. Mr. Rogers said that the draft does identify the preferred and Dr. Kalivoda confirmed the same and stated that as soon as you put the draft out on street and the preferred alternative is on there then that's the way it is. Mr. Harrison asked when they thought that would be released. Dr. Kalivoda said they have it on schedule for the second quarter of 2024 so it's in the April through June timeframe. Mr. Harrison asked if they'll know what the preferred route is by then. Dr. Kalivoda said yes, but then after that it would become very procedural.

Ms. Linda Bernacki was the fourth to comment. Ms. Bernacki thanked the board for giving them some time and Senator Barrow Peacock for fighting the big fight of securing and keeping the hundred million dollars that they worked so hard to get several years ago. She said as you can see, they have a big contingent of business owners. Ms. Bernacki stated that they are committed as the Committee of One Hundred as well as the Shreveport Chamber. They're committed to work hard vigorously and consistently to get this project done. This is a huge economic impact for the City of Shreveport/Bossier, north Louisiana as well as Monroe. Several years ago as she's stated before and will state again, there's a lot of new faces, the Committee One Hundred worked very hard to get the Chamber of Monroe, Chamber of Alexandria, the African-American Chamber, Bossier Chamber, Shreveport Chamber, Committee of One Hundred, the State Committee of One Hundred, as well as all of their delegation had signed the letter of support and urging the committee, NLCOG, and the state to move forward with this project. Ms. Bernacki said that as you can see, all over the country, when they have interstate that connects south Louisiana and the Ports to north America it's a huge economic impact and we need this in this community. She says she knows a lot of them support this, but they just have to make some decisions. She hopes at the October 17th meeting, if an Inner-City Connector is chosen, she's not sure how the voting will go and that will be a question at that three-hour meeting, but whichever our citizens vote for, she asked what that process was going to be. Ms. Bernacki stated that she knows NLCOG has Alternatives 1,2, and

5 and knows that they have a lot of work that's already been done through those other alternatives. If Alternatives 2 or 3 is chosen, they've already done a lot of that work for the other alternatives like the draft environmental impact studies, so she would think that the work would be lessened moving forward. She stated that from the entire northwest to the entire northeast Louisiana they are supportive of moving forward, making a decision, and getting it on the fast track and she knows that they can do that.

Mr. John Perkins was fifth to comment. Mr. Perkins stated that first for a reminder for Mr. Barrett, he read the 1997 letter from FHWA to U.S. Senator John Breaux explaining why the previous attempt were all 4F. Record of decision was no-build. He said it was simple. Mr. Perkins said that he would print it out big enough to where they could read it at the meetings, and he'll set it outside where it's legal for them to do it. He stated that FHWA recommended building Alternative 5 and says let's start on it today because they would support that. He said this is dead on arrival with 5,000 Friends of Allendale Strong across the nation. Mr. Perkins was now going to give his update. On October 14th, Dorothy Wiley their president, will be speaking taking part in a national webinar with five others, on a highway tear down panel for Vision Zero sponsors. It's the first National Freeway Fighters Conference and they're leaders in that movement, but it's a nationwide movement. Mr. Perkins said to note that Dallas has removed all of their interior highways and buried them because they're deleterious to the city's real estate market. He received a note this month from Gary Horrox, a political analyst with Frontier Group, they're updating their annual highway boondocks. He said that we were declared a highway boondoggle in the national report a few years ago and they're going to update it so this will certainly go into it. It's their Freeways Without Futures Project. Every year they do an annual Highway Boondoggle. Mr. Perkins says that boondoggles are when governments blow money on stupid stuff and this looks expensive. Build Alternative 5. He stated that the Anthropocene Network, another national organization, has offered financial and legal support to our 501C3. Their new Allendale Strong podcast has an interview with a young man who graduated three to four years ago and just graduated from Princeton. He's studying environmental law and environmental science. This young man did a study into the air quality in Shreveport and it's abysmal. More problems with maternity, young infant deaths and all sorts of issues for old people. He will provide the doctor with a copy of the letter from FHWA because it may not have made it into his files. Mr. Perkins said thank you and he appreciates their time.

Representative, Ms. Tammy Phelps was the last to comment. Ms. Phelps stated she only had a couple of questions. She exclaimed that this conversation has come twenty years later than when they started or however long this had been. She says she's very hopeful for the record of decision within this timeframe not to be ignored, but it also causes her to pause. Her question is if it's going to take such a short time if they reach a decision this time, what has not taken place for twenty years? Have they not studied any of the other options because she wants to be able to explain this to the citizens that if it's going to take such a short period of time now for a record of decision, what have we been doing now prior to today knowing that, she shouldn't assume, but she going to say that they've should've known that the original plan was not moving forward. Ms. Phelps asks what the difference is today and how does she explain what has not been done over the past twenty years. Mr. Rogers said that he was writing them all down and going to address them at the end.

Ms. Phelps said it was just a two-part question. She thinks she just understood that if we moved forward after October 17th that we would have a record of decision fairly quickly with the process of six months in all of what Dr. Kalivoda is stating is that correct? Mr. Rogers said to step back, and he would answer the first part of that. He said that over this timeframe they have been diligently looking at all the other options and the impacts to all the other options. The greatest portion of that came when they got to the cultural resource and historic study portion of the project. Mr. Rogers said they had to look at and survey well over a thousand pieces of property, not just on paper, but in the field doing some shovel digs in certain spots, taking inventory of that property and whatnot, which took an exorbitant amount of time. Then after all that data was all

submitted to SHPO's office, they came back with a bunch of various questions and comments that had to be addressed that caused another good year's timeframe to address those comments from them. He said the difference from this alignment versus the other alignment is probably eighty percent of those properties and things that would have to be looked at in terms of the SHPO work has already been done because it overlays with some of these other properties. And it's a smaller amount that they'd have to go back and look at which they've already been doing. As the engineering side was looking at the exact same footprint, the environmental side was already looking at it, going out, and getting that data. That's been somewhat compressed and put together. Most of that background data and other environmental impacts of things, for this alignment, so much of that data was already collected and already done based on the older alignments. Mr. Rogers said that there's just a small piece that wasn't affected by those older alignments. He hopes that answers part of her question. Ms. Phelps said that she knows the SHPO part, and the environmental studies were just done within the last four years, and she wasn't privy to as much information prior to the last four years. The last four years of their talk has been waiting on a record of decision. She said the state had not heard anything about how they're moving forward. Prior to the last four years, as far as she knows, they're at a standstill. Mr. Rogers said no, not at all. Ms. Phelps asked, with that being said, all the environmental studies they need to do, the cultures, historical foundations and historical monuments themselves, are all complete with these plans when they go to the public on October 17th? She asked if that was what he was saying. Dr. Kalivoda said that everything between I-20 and Ford Street is done, but that looping part that comes up by the Waterworks Museum and through that industrial area, there hasn't been any cultural resource surveys done there yet. Ms. Phelps said that that's the point that she's trying to make. Dr. Kalivoda said that if they go to the public without that, it still has to be done. Ms. Phelps said that's why she's asking now that it could've been done in the timeframe before now. We have all these options on the table. Today we were talking about 3A and then we go back to that we're going to talk about all these other options at the October meeting, is that correct? Dr. Kalivoda said yes. Ms. Phelps said the ones at the bottom focused on the 3A with what the gentleman shared today and so that was another question and she's hoping that it will all be over with no suit. She doesn't understand the project in how they've had so much time delay.

Ms. Phelps said that it goes into the other question about if they still have all these studies to do on the other plans that they're taking to the public, it would be further delayed. She's saying delayed because there's more work to be done if they choose another plan, they still have more work to do with the clearance. She asked if that would be accurate. Clearance from the studies, from the soil, and whatever needs to be done to move forward with that plan. Ms. Oriol said there would still be additional study requirements. Ms. Phelps said to her, that's still time and why she opposed the first question that if we still have other things to do with the other plans that we're bringing forth. She stated that she was under the impression that they were only going to bring the one plan so that prompted the question about now we have these others. She said that there's still work to be done on any route taken at this point, but we're getting a record of decision within this timeframe. That was concerning her. Dr. Kalivoda stated that he thinks the draft environmental impact statement will be done eight or nine months from now. A lot of the work on Alternatives 1,2,3 and 5 has already been done. There's more work to do on this one because of the alignment through the Waterworks Museum and through the industrial area. They still have to get cultural research surveys there, but the environmental impact statement started on this in 2011, we're in 2023 now so it's been going on for twelve years. Dr. Kalivoda stated that inventory of all the structures, which over a thousand structures were inventoried for historic significance, that took years and years and had to be reviewed by FHWA and the State Historic District Office, that's taken up a lot of time to go through that. He said that work doesn't have to be done, but they have to supplement it because there are some new areas of 3A that have to go through that process. He doesn't think there's much out there. They know about the Waterworks Museum and the Railroad Museum and doubts there's anything historic about the Firearms Range and things like that would be impacted, but we have to take a look at it anyway.

Mr. Perkins interrupted the discussion and asked when they'll be able to drive on it and Mr. Clarke asked if he could wait for Representative Phelps to finish first.

Ms. Phelps said that with everything that's been stated she thinks she would ask that they're still mindful of the time. She knows there's been a delay because they've been doing this for eleven years, but it still has taken time to say that the plan that was voted on first is not going to happen, let's continue on. She apologized for not being a part of the continuing on and that's just based on the update that they've had in the last four years waiting on a record of decision and no communication. She guessed what she is asking is that after the meeting on October 17th, if there's a vote, that some of them in community leadership or legislative leadership could be given some information as to how the process will be done so that they can also share that with their constituents. In the fact they meet October 17th, if this plan is done, communicating with them, and what this plan looks like and it's going to take this amount of time. Ms. Phelps is concerned about getting another ten years waiting on a record of decision, they have no communication, they hear one thing, but it's really another, this group doesn't want it to move forward, they're just waiting and waiting and waiting. With the Lt. Governor coming in last year or so, what do you need from the historical standpoint. She said he didn't know any of that on board and whatever he needed to do, that if this is what's holding up the project let me do this, this has been done and now obviously, this wasn't the hold up. Ms. Phelps said that in a nutshell, she's asking for communication as we move forward so they're not in a situation ten years later still waiting on something. We're waiting on a new plan. This one isn't going to work. Justifying it to go forward. How do we get to that point? How do we know the cause? Senator Peacock can share all the sentiments of those who are concerned about the funds that we have available that were jeopardized this session by legislator. Ms. Phelps said that it's not so much the government knowing that we have a project going on and the money will be able to sit there. It's a legislator that sees the money just sitting there and has been there for how long Senator Peacock? Senator Peacock said probably five years now. Ms. Phelps said so they're wanting that money all across the state and thank God that you were there. We're down to two Senators next session and that means a lot. They're there and thank God that they're there to see what's going on and why their presence is so important. That's why their knowledge of what's going on is so important. Senator Peacock has been the champion for this. He's watching it you know. He's not going to be there next year, so we still have to pass this on to the other delegation statewide. It not only affects north Louisiana, not the east, but south Louisiana where the connector part is coming there too. We're trying to get with them to say it's one Louisiana, let's talk about your issue there in that community in Lafayette and let's talk about ours. Ms. Phelps said that at the end of the day, thank you Dr. Kalivoda for the comments about community investment, but nothing's been done all this time in this particular area.

Mr. Clarke asked Representative Phelps if she could start wrapping it up. Ms. Phelps said yes that she was at the end. She said that nothing has been done in that community for some time and that's what they're waiting on, the community to see the effort for it. The city's part is well that does make a difference. What we say is going to impact them negatively so we're saying one thing and she doesn't know if they're on that action now and hopes the comments will be taken for communication. Dr. Kalivoda said the purpose of the October 17th meeting is that the public has not seen this so it's to let them hear the comments they have and provide their input. Not only on this alternative, but the others as well. The others have already been at public meetings and people have had an opportunity to comment, but they have not seen this yet. This is Alternative 3A. They need an opportunity to look at it, comment on it, and have their questions answered. That's the purpose of the October 17th meeting. Dr. Kalivoda said that public sentiment is also one of the considerations to choosing one of the preferred alternatives, along with physical impacts that may occur to the natural environment or historic structures or what have you, and cost. Community input is very valuable, so we need to go through this process and gather this information.

Mr. Clarke asked Mr. Perkins if he had a question. Mr. Perkins asked Dr. Kalivoda when they could drive on it or would he still be driving? Dr. Kalivoda stated that as he had mentioned, once the record of decision is done, then they would start engineering on that, then probably if it's one of the Inner-City Alternatives they would acquire a right-of-way that would be needed to do any environmental litigation there. There is a revenue source and once they move to that point where they have the property intact, it will be built in stacks. They would do design-build contracts for that which can be done fairly quickly. That's where you get a team of both engineering consultants to do the design and a contractor, or multiple contractors maybe on the team, they work together and actually build. You don't have to wait until there's a full set of construction plans. Then you take bids on it with the design-build, they're doing that in combination with one another, and they can actually make things go more quickly in the design press. They can actually start building on that while they're still designing other parts of it. Mr. Perkins said that he understands all of that and he knows that property acquisitions normally take a couple of years and goes to the courts. He asked when will he be able to get from downtown to the North Market area on I-49 through or on this 3A? When will it be completed? Dr. Kalivoda said that they don't have a schedule yet, but it depends on which section was decided to build first. Do you build from south to north, the north to south, or start on both ends and connect in the middle? That's to be determined. He said there is a revenue source and it's a hundred million dollars plus forty million dollars annual revenue stream that started this year and will go on in perpetuity. It can be bonded by the way so there are funds available. Mr. Perkins said he was curious because the previous ones, which are dead now and were also dead in 97, he could show him that letter, they're saying seventeen years if it went quickly. Will this go quicker or slower? Dr. Kalivoda said that he couldn't answer that question right now. They haven't tried to put together a construction schedule for it, but when they get close or have a record of decision, they would lay that out as to what the schedule is for it. Also, they'll make decisions on what's called segments of independent utility. Meaning, what pieces can you build that are usable in and of themselves, even though the whole corridor isn't finished. That's what you call segment of independent utility. You can certainly have one from I-220 on the north side to Hearne, from Hearne to Ford, and Ford to I-220 so there's at least three independent utilities that can be built. He certainly thinks we have enough revenue to take on one of those if not two. Then there's the community mitigation of it too which also has to be designed and they need a lot of community input for aesthetics and things like that if one of the Inner-City Alternatives are chosen.

Mr. Perkins said he had a quick comment and that he was so excited to hear him mention Ford Street. Allendale Strong meetings, which they had one last night, Ford Street is so abysmally bad that people are actually pissed off at the state about it, Mr. North. When do you start on Ford Street because people would have liked it to start years ago? Why not start on that now? Dr. Kalivoda stated that there's probably some repairs that need to be done now and he believes there's a project in the program to do that very thing. Mr. North said that there are water line repairs, leaks under Ford Street. Ms. Phelps said thank you, Mr. North. She asked if she could add to that being that Senator Jenkins did allocate funds for that road, and she knows that Mr. North knows this, but the city water issue would have to be addressed first. Mr. Ford had a question for Dr. Kalivoda. He heard about the hundred million, that was BP money he believed, but wanted to know where that money is and how do they ensure it's not spent somewhere else before they get this record of decision. Dr. Kalivoda said that the BP money was not one big check that BP wrote to the state of Louisiana. It comes over thirteen years in increments. Mr. Ford asked if we had an agreement for it to be pledged for I-49 and Dr. Kalivoda said it's in the state law. Mr. Keeling, Deputy Secretary for LaDOTD, that act 43 of 2019 has allotted that money in there and that they're on their third payment this year. Over thirteen years they'll have seen over fifty-three million dollars come in. Mr. Keeling said that the money is allotted, and it will be available on a certain timeline, and they'll be able to support the projects.

Announcements

Mr. Clarke asked if there were any announcements at this time. Mr. Rogers stated that he did.

Mr. Sharp said that he had an assumption he was making during a previous presentation. He asked that during the entire expanse, whether it be Route 1 or 3A or whatever other route will be created, will it all be elevated from stop to start? Mr. Rogers said that's correct. Mr. Sharp said second thing, on the Roundabout Alternative, does the existence of one roundabout command another one, or another one, or could we do this one, but not that one and so on? Mr. Cains said that when it comes to roundabouts versus signals it's more efficient for a series of roundabouts. If you mix signals into it, it creates more operations issues. It's more practical to implement roundabouts than mixing the two. Mr. Rogers said one or the other is really needed.

Mr. Rogers stated that he had two announcements. **One is that yesterday we received the signed FONSI page for the Inner-Loop 3132 Extension project. So, we do have a signed FONSI on that at this point. The other, of course, is the announcement for the public meeting on this project on October 17, 2023.** Mr. Rogers said that he did have just one last thing that he included in their packets. A chart that kind of goes through all the MEGA Projects in the area and where they stand in terms of the planning and environmental, funding, engineering and actual construction. It just kind of lays out where each one of those are in those different phases. Mr. Chevallier stated he saw a billboard over the weekend that I-20 rehab starts this weekend. Mr. Rogers said yes that it starts on Monday.

Adjourn

With no remaining agenda items, Mr. Clarke entertained a motion to adjourn. Mayor Arceneaux motioned, and Mayor Chandler seconded, and the meeting was adjourned.



J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: Sept 15, 2023

Name: Liz Swaine

Address: 416 Cotton St.

E-mail: liz@downtownshreveport.com

Phone: (318) 222-7403

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: Downtown Development Authority
Downtown Shreveport Development Corp

Comment on: ☒ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

reasons for our opposition to Alt 3A

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner.

The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 9/15/23

Name: Ross Barrett

Address: 450 Piedmont SHULA 71106

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☒ business ☐ organization

Name of business / organization: _____

Comment on: ☐ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

Highly support Record of decision.

As a reminder, public comment is limited to three (3) minutes per speaker.

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PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 4-15-23

Name: Patric Harrison

Address: _____

E-mail: pharrison@svsteel.com

Phone: (318) 218-9008

I am representing: ☐ myself ☒ business ☐ organization

Name of business / organization: C/O

Comment on: ☒ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

I 49 ICC

As a reminder, public comment is limited to three (3) minutes per speaker.

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THANK YOU FOR YOUR COMMENTS

PUBLIC COMMENT CARD

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Please print:

Date: 9-15-23

Name: Linda Biernacki

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: C100 / CHAMBER

Comment on: ☐ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

The business community
is in support of 149-ICC

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 9-15-23

Name: John Perkins

Address: on file

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on: ☒ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

update on Allendale Stream

As a reminder, public comment is limited to three (3) minutes per speaker.

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All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 9-15-23

Name: Rep Tanny Phelps

Address: 810 E. 70

E-mail: _____

Phone: () 318 862 3080

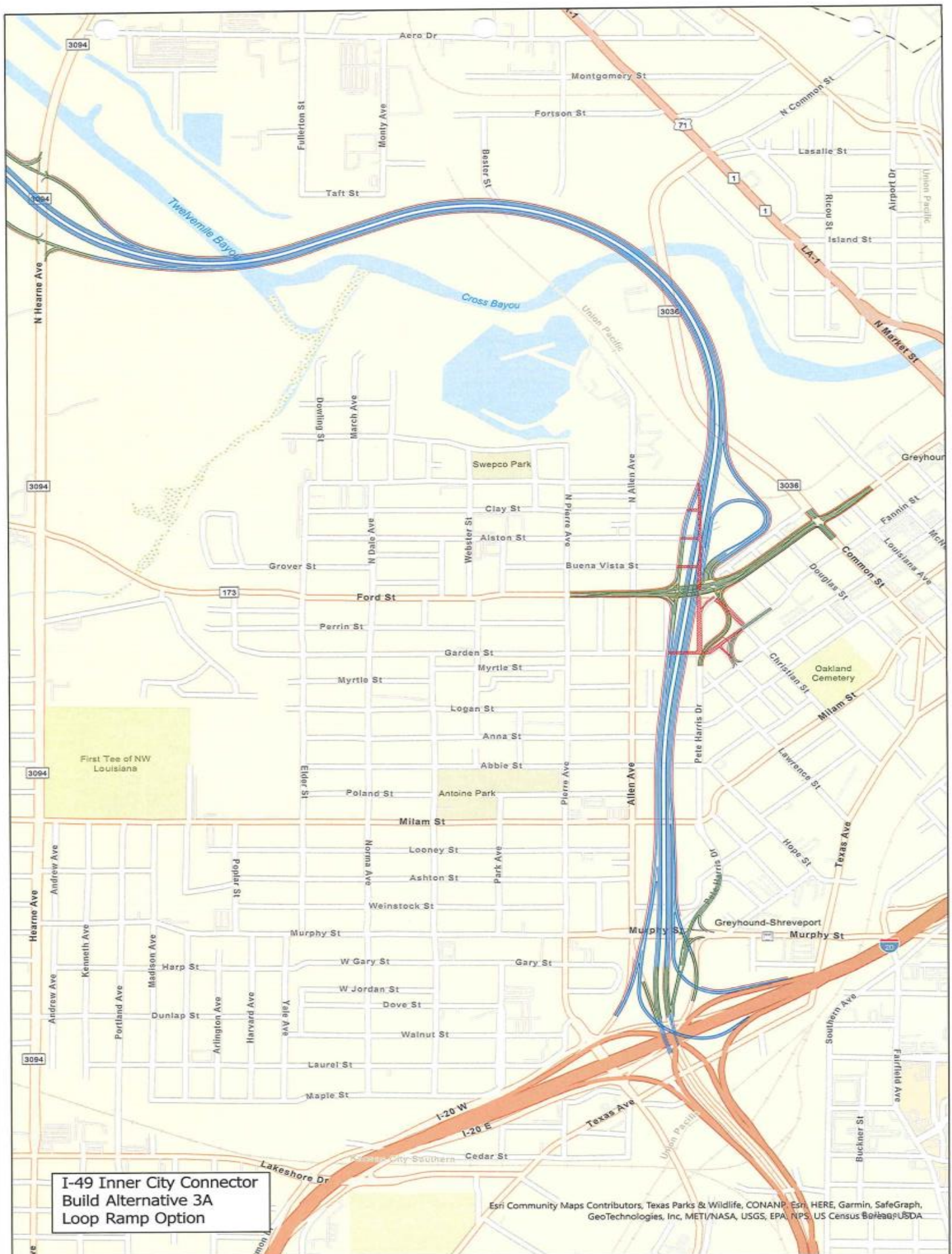
I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: _____

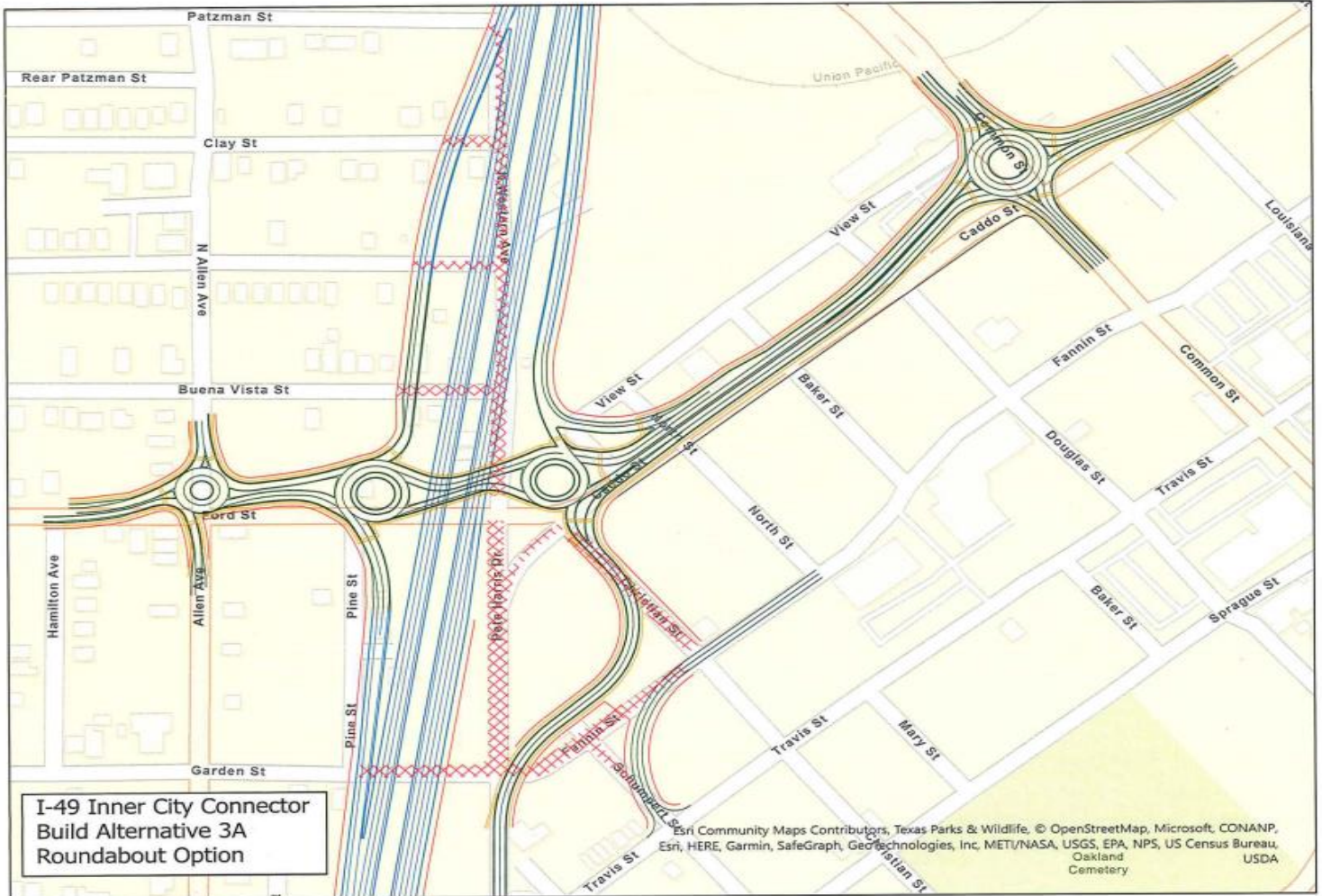
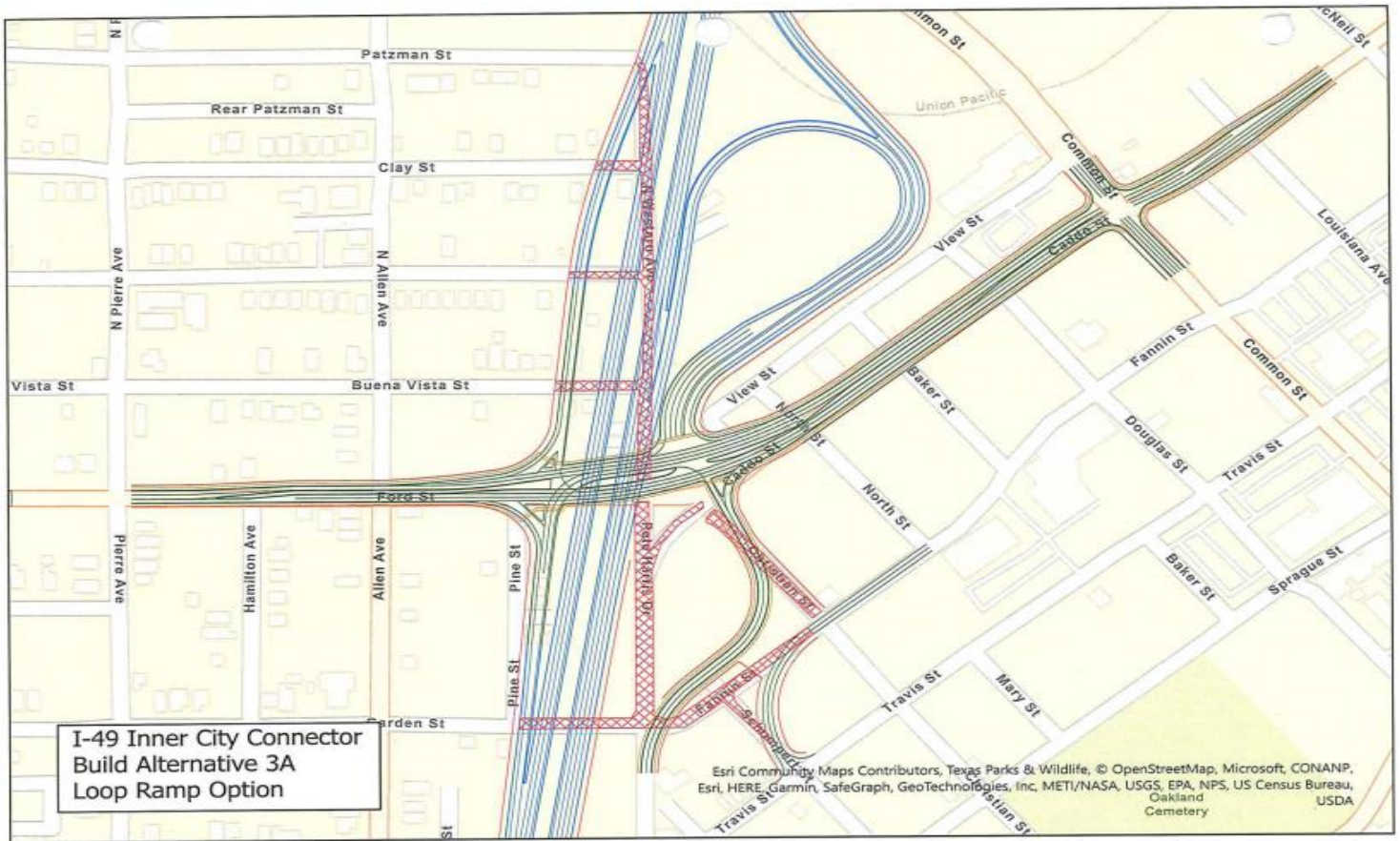
Comment on: ☒ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

Structure 149









MPO MEGA Projects

Phase																	
Project Name	Planning/Environmental				Funding			Engineering				Construction				Notes:	
I-20 BAFB Gate Access (Local)																Construction Complete	
I-20 BAFB Gate Access (Base)																Clearing and Grubbing	
I-69 SIU 15 Service Road																Need additional funding for COVID cost increase Eng. to be let late fall 2023. Port submitted a \$17.25 INFRA Grant.	
I-69 SIU 15 Mainline																ROD issued applying for MEGA Grant Funding	
Jimmie Davis Bridge (LA 511)																Project let as design build, some funding removed in 2023 legislative session will need to be replace	
I-49 North (I-220 to State Line)																Construction Complete	
I-49 Inner City Connector																Finalizing the EIS Partial funding from BP Oil spill and Vehicle Sales Tax	
I-20 Rehabilitation																Construction to begin September 2023	
I-20 Passenger Rail																Amtrak has submitted for \$14.3 Million from the Federal State Partnership Program. Southern Rail has submitted application under the Corridor Identification Program	
LA 3132 (Inner Loop) Extension																FONSI signed 09/14/2023. NLCOG has programed \$1 million to begin ROW mapping.	

625 Texas Street, Suite 200 Shreveport, Louisiana 71101 318-841-5950 www.nlco.org



Metropolitan Planning Organization Transportation Policy Committee

October 27, 2023- 9:00 am

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

ITEMS FOR CONSIDERATION

1. Approval of Minutes
[Approval of Minutes from September 15, 2023](#)
2. Transportation Improvement Program (TIP)
[Approval of Tip Update and Amendments](#)

PROJECT UPDATES

3. I-49 Inner City Connector
[Update from Public Meeting](#)
4. I-69 Service Road
[Engineering Contract](#)

ANNOUNCEMENTS

5. Next Regular Schedule MPO Meeting Friday December 8, 2024

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, October 27, 2023 (9:00 AM) NLCOG

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Alan Clarke – MPC City of Shreveport
Mr. Bruce Blanton – Webster Parish
Mayor Tommy Chandler – City of Bossier City
Mr. Butch Ford – Bossier Parish
Mr. David North – LaDOTD District 04
Mr. Michael Norton – DeSoto Parish
Mayor Tom Arceneaux – City of Shreveport
Mr. Dinero' Washington – SporTran

Members Absent

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Ms. Erica Bryant – Caddo Parish
Mr. Eric England – Port of Caddo-Bossier

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams – NLCOG
Dr. Shelly Barrett - NLCOG
Ms. Rita Arnold – NLCOG
Mr. Josh Chevallier – NLCOG Legal Council

Call to Order

Mr. Clarke called the meeting to order. He stated that we generally have an invocation, roll call and a pledge at the beginning of the meeting. Mr. Clarke said that he was going to ask Mr. Norton to lead us in prayer and Mr. Blanton to lead us in the pledge. He asked if those that cared to join them to please stand. Mr. Norton began the invocation followed by Mr. Blanton leading us in the Pledge of Allegiance. Mr. Clarke asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present.

Public Comments

Mr. Clarke stated they had two public comments and reminded them of the three-minute time frame for each comment.

Mr. Perkins was the first to comment. He stated that for Allendale Strong, they had a great experience at the October 17th meeting, and he wanted to thank them for hosting it. Mr. Perkins said that if they've learned anything in these past twelve years, it's that the post World War II America got really great at building highways, but we lost our ability and they're soaking in it here in Shreveport at building really great places. The highways are great at connecting places, but they don't connect us to one another. He said he's sorry to say it, but he's still going to be coming around NLCOG meetings as long as he's in Shreveport. Mr. Perkins said they're focusing now on their grocery co-op, which they haven't had the energy to work on as hard as they will now since they're on somewhat of a hiatus. He said they also hear their neighbors concerns in Allendale when you're talking about building something they don't want and why you won't repair the streets, particularly Ford Street. Mr. Perkins said they did enjoy Mr. North's commentary that the state won't fix Ford Street until the city fixes the pipes underground which is causing it to decay. He drove in on it this morning and it's not getting better. He stated they are also continuing their housing initiative with blight abatement. They figure they'll get a break from C100 who redlined the new houses they were building, maybe six or seven years ago, so they're hoping they can start building new homes and putting first time homeowners, and working core people in houses that they own. Mr. Perkins said they still want the real business boulevard to create job opportunities and business opportunities for residents through Allendale. He said in the next Allendale Strong meeting, and they're all invited, Dorothy Wiler, their founder and president, participated in the Vision Zero Conference that was held in New York City by jumping in on Zoom. He's looking forward to an update on Vision Zero especially after having another teenager die of a pedestrian death on North Market.

Mr. Patrick Harrison was the next to comment. He stated that he wanted to do something important and something different from what he normally does. He wanted to thank them all for the meeting and the public hearing that they all had on the 17th. Mr. Harrison said it was very well ran, professionally done, and he thought it had an excellent turnout for those types of events. He wanted to give kudos to NLCOG, DOTD, and Federal Highways for doing what they've asked to speed the process up to move forward and get some closure to it. Mr. Harrison said he's looking forward to a decision, hopefully after the first of the year, and they can all move on from this. He wanted to thank them all for staying on top of it because they'd done a good job. He said kudos to Mr. Rogers for working with Providence to get it done so quickly. He knows that was a challenge to put all that together and do all the work for 3A. He appreciates it.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the September 15, 2023, meeting. Mr. Norton motioned, and Mr. Washington seconded to approve the minutes as provided. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) – Approval of TIP Amendments and Update

Mr. Rogers stated the next item on the agenda was the TIP amendments and they had a couple of different series of things, and he was going to use the slides to show them. He said that there were two different series of amendments. The first deals with the I-69 Service Road Project. Mr. Rogers stated that when they initially put the project in the TIP, technically there's three different projects the state's handling all the ingenuity and components of it, they're advertising them all as one project one contract, but technically three projects. When they initially put it in the TIP, they used the funding levels they had and the best guessed estimates at the time to spread out among the different categories. Mr. Rogers said that they've gotten some better estimates for several of the categories, and they also have, as they'll see in a minute, there's an engineering contract on the street right now. DOTD is reviewing that contract now and they've received several responses back and they're reviewing those now. For them to finally award that contract, they needed to add the engineering line for the three different phases, but appropriate amounts for those three different phases in there. That's basically what this series of amendments is for and what the I-69 Service Project does. It splits out that money they knew they had into better guessed estimates, but actually the amount is for the engineering line are appropriate and this also lines that contract to get awarded within the next few months. Mr. Rogers pointed to the slides to show them that it's Stonewall Frierson, and Ellerbe Rd to LA 1. The total project is broken down on the last page of what the total project cost was across the lines for what they had. They will in the future have to come back with a few more amendments to this as they line up full funding for the construction phase and as they get those better estimates down the line for each phase.

Mr. Rogers said the second set of amendments deals with, roughly about every four years, in accordance with their long-range plan, they do a transfer of funds to SporTran to help with the purchase of buses and to help keep their buses as better air quality that goes in line with their TAMP Plan. The first phase of this there's an amendment for moving the funds from STBG and an amendment to accepting the funds to the Transit spot. Mr. Rogers said these are all for introduction so there will be a public comment period. The final adoption of these will be at the next meeting, but we do need a motion to approve for public comment.

Mr. Norton had a couple of questions for Mr. England and Mr. North, but neither of them were present. He stated that regarding the MPO MEGA Projects, specifically the Service Road Projects for the Stonewall Frierson exits, they had entered a CEA with the Port Commission. He wasn't sure if it was just the Port Commission or not because this was done prior to his administration.

Mr. Rogers stated that there was an overall agreement between the Port, NLCOG, MPO, Caddo Parish.

Mr. Comeaux, Director of Operations for the Port Commission, said that the CEA that they're talking about is just Desoto, Caddo, the Port, and NLCOG.

Mr. Norton stated that they're participating in a Right Sizing Program with Mr. North at DOTD regarding swapping the Stonewall Frierson Road for them to get this project with another road and he wanted to get an update on where they are with that swap. In addition, does that swap have to occur before they can do anything on the Stonewall Frierson because he's getting a lot of calls from constituents about repairing that road and that's going to be substantial dollars out of local pockets. Mr. Norton said that in addition to CEA for additional funding of half a million dollars, he believes, from the local jurisdiction beyond of what they originally put in there, is that going to be an ask because they have additional funding that's going to be required due to Covid increases. He said he was trying to get everything together for his board because they're going to be asking him these questions.

Mr. Comeaux said he could answer him the best he could.

Mr. Rogers asked for the record to show that Mr. North was present.

Mr. Comeaux stated that he could answer the best right now. He said that right now they're not going to ask for that half a million dollars. What Mr. Rogers is putting forward for them right now is the TIP for them to be able to award the contract because the TIP currently does not reflect the appropriate amounts, and in order to award the contract, from DOTD's perspective, they have to have the proper amount of engineering contract amounts within that TIP. Mr. Comeaux said that after that, future amendments will probably be needed for the TIP because construction costs have increased. Those dollars from the board will not be requested until such time that they have to come up with their match dollars for construction. In other words, when they're ready to go to bid. Mr. Comeaux stated the engineering aspect of it all is going to cost around eight to nine hundred dollars, depending on how much cash that is, to afford the entire project. That money will be distributed based on the money in the pot from the CEA that they talked about. After that, the other funds that are going to be remaining will be given out when construction is needed. The additional funds they were alluded to are within the CEA. It's five hundred thousand from each entity which includes the Port, the MPO, and Caddo. Those funds will probably be needed during the construction and advertising phase. They will pay DOTD, out of the coffers of that CEA, during that construction phasing period. Mr. Comeaux said that will be an additional ask at a later date. He said that they will make sure that during their budgetary processes that they know that it's coming. But that's not going to be this year, obviously, next year either. Maybe next years 2025 budget.

Mr. Norton said that he noticed the contract said an estimated 2026 before they started construction on it, but he just wanted to get clarification on it. He said that goes back to his other question about the Right Sizing they have with DOTD, the Port gets Stonewall Frierson, they take 3015. Mr. Norton said that he and Mr. North can talk about it afterwards, but he just wanted to ask where they were on that.

Mr. Washington wanted to say that he knew he wouldn't be there for the final adoption, he'll be out due to surgery, but he wanted to make note that the transfer of funds their requesting for the buses, the purchase of five thirty-five-foot CNG buses. With that being said, in probably about two years receiving those buses, over the next three years they'll have about forty buses that they'll use for life. That's the reason they're requesting this two point five million dollars. They're having a hard time getting buses this day in time. Eighteen to twenty-four months is the timeframe for getting one.

Mr. Ford asked if CNG was working good for them, and Mr. Washington said they are wonderful. Barrett Electrical is still questionable, but what they're asking about for these vehicles CNG is wonderful and going very well.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion for the Approval of Amendments and Update for the Transportation Improvement Program (TIP), Mr. Ford motioned, and Mr. Norton seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

Project Updates

1. I-49 Inner City Connector – Update on Public Meeting

Mr. Rogers said to give them an update on I-49 he had a couple of quick things. They had some numbers for attendance and comments to date, and the comments to date were as Tuesday he believes. In attendance, those that signed in were two hundred and one, twenty-five elected or government officials and twenty additional team members. That's a two hundred and fifty range. They do know about ten to fifteen that were present, but didn't sign in. For written comments, they received one hundred thirty-six at the meeting, twenty-six online, one that was verbal at the meeting, and eighteen that were provided to them at the meeting. Mr. Rogers said that from those the consensus to date the general theme of the comments are supportive of Alternatives 1, 3-A, and 5. An overall general census of just get something done. Comments are due by tomorrow morning he believes. Mr. Rogers said that if you go to the I-49 website they have developed a virtual meeting room where you can go through the different Alternatives. It has a video that plays an introduction, a similar video that was shown at the meeting. As you move down the hallway you enter what they call the virtual room. The first page that pops up is Alternative 3A since that was the newer information that was provided, but you can also pan around the room and see each of the different alternatives with different boards that were on display within the meeting room. They have the Constraint boards, the Build Alternative boards and just everything about the project you can find there. And again, there's an area there where you can sign up and leave comments. Mr. Rogers stated that as they get additional comments back and numbers back, they'll update them as they get them in. The next step for the project is they'll take the comments received, address the appropriately, provide that information back to DOTD, Federal Highways, and the other federal partners. They'll review them, comment on them and from there select a preferred and present that back to them as a preferred and move on from there. They're hoping in conversations with DOTD and the team, they're hoping to have a draft EA ready sometime in the March timeframe. That draft EA will identify the preferred alternative. Mr. Rogers said that's where they are to date and asked if anyone had any questions and was very appreciative of everyone showing up at the public meeting. He felt they had a great turnout and response.

2. I-69 SIU 15 Frontage Road Update

Mr. Rogers stated the next update is the Frontage Road project and again, as mentioned earlier, DOTD does have a contract on the street for engineering services. They started the review and evaluation of those yesterday. They received seven proposals he believes, so they'll be reviewing those over the next several weeks and making a selection from those and start the process to initiate that final contract with them. Again, they can't award that final contract until that final TIP approval comes through.

Mr. Petro said to add to that, the engineering contract is for all three of those sections, the entire corridor.

Mr. Ford wanted to verify that the budget is six million and a few of the board members replied five point nine million. Mr. Rogers said the match is coming from a combination of their pot, the state, and the CEA.

Mr. Comeaux said that they are going to cut the check to them once they negotiate the actual final contract price. Once they negotiate that then they'll know what their match money checks needs to be, and they'll cut that check to them.

Mr. Ford asked who was selecting the final proposal and the group answered that DOTD has to. Mr. Rogers stated that all the contracting has to go through DOTD.

Mr. Comeaux said that they've said this before, but those three contracts will run independent of each other and if one is slower than the other then they are going to let that construction out prior to the others just to get it built as quickly as possible.

Announcements

Mr. Clarke asked if there were any announcements at this time. Mr. Rogers stated that he did.

Mr. Rogers stated that the only announcement he had was the next regularly scheduled MPO meeting is on Friday, December 8, 2023.

Adjourn

With no remaining agenda items, Mr. Clarke entertained a motion to adjourn. Mayor Arceneaux motioned, and Mr. Washington seconded, and the meeting was adjourned.

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive style with a horizontal line extending from the end of the name.

J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 10-27-23

Name: John PerKing

Address: on file

E-mail: _____

Phone: ()

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: Allendale Strong

Comment on: ☐ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

I-49

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.



THANK YOU FOR YOUR COMMENTS

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 10-27-23

Name: Frederic Harrison (Harrison)

Address: P.O. Box 7216

E-mail: pharrison@SVCSteel.com

Phone: (318) 218-9008

I am representing: ☐ myself ☒ business ☒ organization

Name of business / organization: C/00 - Service Steel

Comment on: ☒ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

I 49 ILL

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Metropolitan Planning Organization Transportation Policy Committee

December 08, 2023 - 9:00 am
625 Texas Street, Shreveport, LA 71101

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

ITEMS FOR CONSIDERATION

1. **Approval of Minutes**

[Approval of Minutes from October 27, 2023](#)

2. **Transportation Improvement Program (TIP)**

[Approval of Tip Update and Amendments](#)

3. **Metropolitan Transportation Plan (MTP)**

[Introduction of Carbon Reduction Program Project Selection Procedures](#)

[CRP Summary Presentation](#)

PROJECT UPDATES

4. [I-49 Inner City Connector](#)

5. [I-69 Service Road](#)

6. [I-20 Rehab Project](#)

7. [Jimmie Davis Bridge LA 511](#)

ANNOUNCEMENTS

8. **Next Regular Schedule MPO Meeting Friday January 19, 2023**

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, December 8, 2023 (9:00 AM) NLCOG
NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Alan Clarke – MPC City of Shreveport
Mayor Tommy Chandler – City of Bossier City
Mr. Butch Ford – Bossier Parish
Mr. David North – LaDOTD District 04
Mr. Michael Norton – DeSoto Parish
Mayor Tom Arceneaux – City of Shreveport
Ms. Erica Bryant – Caddo Parish
Mr. Eric England – Port of Caddo-Bossier

Members Absent

Mayor Tommy Chandler – City of Bossier City
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Bruce Blanton – Webster Parish
Mr. Dinero' Washington – SporTran

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams – NLCOG
Ms. Heidi Stewart – NLCOG
Dr. Shelly Barrett - NLCOG
Ms. Rita Arnold – NLCOG
Mr. Josh Chevallier – NLCOG Legal Council

Call to Order

Mr. Clarke called the meeting to order. He stated that we generally have an invocation, roll call and a pledge at the beginning of the meeting. Mr. Clarke said that he was going to ask Mayor Arceneaux to lead us in prayer and Mr. Norton to lead us in the pledge. He asked if those that cared to join them to please stand. Mayor Arceneaux began the invocation followed by Mr. Norton leading us in the Pledge of Allegiance. Mr. Clarke asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present.

Public Comments

Mr. Clarke stated they had one public comment, Mr. Perkins, then reminded him of the three-minute time frame for his comment.

Mr. Perkins thanked the board and stated he was with the Fifty-Eight Hundred Friends of Allendale Strong. He said they are excited to get to an outcome with this I-49 project so that they could move forward. Mr. Perkins stated that in mean time they are going to move forward with items that do apply like Ford Street. They're working on getting Ford Street repaired because that's one of the main things they hear about on the Fifty-Eight Hundred Friends page is that why can't we fix the bad before we add new highways. Mr. Perkins said that he thought he understood that Mr. North said they're waiting for the City of Shreveport to fix the pipes underneath. He said they haven't heard from the City of Shreveport so look to begin advocating for that with marches down Ford Street. Mr. Perkins stated that they're also going to beat their friends to the punch and open a grocery store/food co-op and they've been working on the food co-op initiative, so they hope to get that going this year. They are looking to replace the children's playground equipment at Swepco Park that was removed during Mayor Tyler's administration when they were trying to make it not a park so it would be legal to build a highway through there. Mr. Perkins said the problem of course, is that it's a nationally recognized historic site because it's a Civil War fort inmates there in Swepco Park. They're going to return it to the park status. He stated they're working with planners and landscape architects. He's looking forward to those three projects this year.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the October 27, 2023, meeting. Mr. England motioned, and Mayor Arceneaux seconded to approve the minutes as provided. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) – Approval of TIP Amendments and Update

Mr. Rogers stated they had a couple of items for approval on the TIP. The first of those is actually an administrative modification for the Linwood Avenue Reconstruction Phase III project. Mr. Rogers said that the request that's made is basically to move it from FFY 23 to FFY 24. He said the state had hoped to get it out prior to the October 30th deadline but didn't quite make it so it's getting pushed to FFY 24. The current estimate with CE&I's is roughly seven million dollars, which is what they had budgeted.

Mr. Rogers said the second, which is listed in two spots, is the transfer of funds from the STBG program to the Transit program. The total transfer of three point two five million dollars is for the purchase of thirty-five-foot CNG buses. Mr. Rogers stated that this is something they have in their long-range plan and do roughly every five to six years, which is to transfer a small amount of money from the highway side to the transit side to help with the bus work. He said that that's why you'll see it listed twice. Once in the STBG>200k program then again going into the Transit program for those funds.

Mr. Rogers said the last is the series of amendments that were introduced last time dealing with the I-69 Service Road projects detailing those funds across the various different phases. He stated that again, when they introduced this at the last meeting, he had explained that they had initially taken it for the three different phases or sections of the project and just took best guess estimates and spread the money across. Now that they have better estimates it's putting those better estimates into those categories and also getting that engineering phase approved because they'll be announcing an award for that engineering phase. Those were advertised and put out for public comment, and we received no public comment.

Mr. Petro asked if he could add something to that. He said concerning the highway to transit transfer, that will allow Mr. Washington to meet his performance targets and reduce average the life of those buses and still maintain a good environmental, CNG type bus purchases procurement. It will go a long way to helping Mr. Washington meet those targets he's required to do.

Mr. Rogers stated that he thought Mr. Washington had stated that it has taken the bus manufacturers now roughly two years to get a bus. Hopefully at the January meeting there will be another amendment introduced from the state side for use of some CMAQ funds to transfer to him to get the remaining buses upgraded.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion for the Approval of Amendments and Update for the Transportation Improvement Program (TIP), Mayor Arceneaux motioned, and Mr. England seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Metropolitan Transportation Plan (MTP) – Carbon Reduction Program Project Selection

Mr. Rogers stated the next item on the agenda was the introduction of the Carbon Reduction Program funding phase. It's a project selection process that they're required to have. He said a brief background, the MPO, as an area over two hundred thousand, they now receive three different pots of what they call attributable funds. The STBG Program, Transportation Alternative Program, which is the enhancement type projects that they do, and now also a Carbon Reduction Program funding. Mr. Rogers said that for each of those categories they have to develop a specific project selection process. Those processes have to follow after the state's submission of their selection procedures, the MPO's of over two hundred thousand in population have to submit theirs, the state submits theirs roughly last month he believes, so we've developed ours for our funds.

Mr. Petro said that Mr. Rogers explained it beautifully! He stated that like Mr. Rogers saying, the staff has gone ahead and created this draft for the introduction of the Carbon Reduction Program. In order to continue to receive federal funding from the Bipartisan Infrastructure Law and Infrastructure Investment Jobs Act, what came from that was a new programmatic funding mechanism for state DOT's and MPO's over two hundred thousand in population, which we are one of them. We are required to rationally develop, it's contingent on receiving this funding, that we have to rationally develop a project selection process. Each entity has to do this to continue to receive funding and right now we are currently receiving nine hundred fifty-one thousand dollars per year. We have banked two point four million dollars after this last portion for 2024. Mr. Petro explained that when they're doing their research and trying to come up with a project selection process for Carbon Reduction, there really wasn't anything out on the internet to kind of give them

a template to go by so they had to start from scratch in doing this process. This is from a brand-new program that was promulgated he believes last year. Mr. Petro said they relied upon their existing STBG project selection process that the MPO had already approved, just to use that structure and then tweaked it so that it would meet the requirements of the Carbon Reduction Program.

The basic outline of their project selection process is shown in the draft document that they've created. They start with a project call to their local entities that participate in the MPO, which is usually done every four years like they do with the STBG Program, but since this is a new program, once they get the process selected and approved, they're going to start asking the local entities to start submitting eligible projects. Mr. Petro stated that once they get the project call and they give the entities forty-five days to submit a project, the projects will come in to NLCOG and they want to use the format of the Stage 0 process which the staff is well aware of how to complete those state zero documents, the scope and budget, the environmental check list, which is a very common thing that the staff is aware of or the consulting engineer that's working for them is aware of fulfilling. Our staff here internally will receive those project submissions after the forty-five-day period and check to make sure they're consistent with the long-range plan and that they're eligible under the Carbon Reduction Program. After that, they'll go ahead and prioritize, rank, or score those projects they've received. Once the staff has done that, they'll send it to their Technical Committee members. Those members will review it, discuss it, ask any questions, then come to a consensus as to a technical committee is concerned and provide that prioritized list, recommendation to approve the projects on the list with the funding, then it will be brought to the MPO who will ultimately make the final decision.

Mr. Petro wanted to give a brief description of how the project scoring is categorized. He stated that the primary thing they're looking at is obvious and the function of this program is to reduce carbon dioxide in the MPO area. Basically, fifty percent of the score will be devoted to how much CO₂ is being reduced in metric tons by the project that is being proposed by the local entity. There are ways to calculate those metric tons and wanted to provide an example. Let's say you have a project to replace high pressure sodium streetlights with LED streetlights. There's an analysis and study out there that can tell you how many metric tons that would reduce over a year by the number of streetlamps you plan to replace. So, there's ways to calculate the benefit of that project in metric tons. The cost of that CO₂, there's national recognized standards of what the cost would be like in 2027. You would get that then walk it back to present value with the discount rate of three percent, that gives you your benefit, then you match it, and you have rough cost benefit analysis when you match that up against the cost of the overall project. Mr. Petro said it's a pretty straight forward process. That's fifty percent of the score. They also felt that the geographic impact of the project itself plays a factor in all this. He said let's say that Mr. Washington wanted to replace three of his buses with electric buses. That's a zero-carbon dioxide source when it's an electric bus. As far as the scope is concerned, as opposed to replacing his entire fleet with electric buses, the three-bus replacement would just be a corridor level analysis or scope while a full fleet of buses would be an entire region of scope for the project that's proposed. We also take into account if the project is going to be located in an environmental justice zone. If it's low income or a high minority population within a census track, then they get bonus points for that. That's also part of the scoring to take in those types of issues that are important. Mr. Petro said the last twenty-five percent of the score will be devoted to local project support. The minimum local support for each project is twenty percent. If an entity wants to put in twenty-five percent local support for the project they're proposing, it gets a bump in the scoring as far as the eyes of the MPO staff are concerned. If they want to give thirty percent, that gets the highest level. That's basically how the scoring is calculated and how they rank it internally.

Mr. Petro stated the fun stuff is getting these projects out and getting them implemented. Currently the

state is saying since we already have a M.A.P. patrol contract up in northwest Louisiana, we can take the money that was previously devoted to the STBG>200k funds (Urban Attributable Funding) and use it for the Carbon Reduction Program because it's eligible for that. Mr. Petro said that our contract that we do at DOTD for the M.A.P. patrol up here is now being funded out of the Carbon Reduction Program at five hundred ten thousand dollars annually. That's one that's already being utilized so it freed up that much in the STBG funding pot. We definitely went ahead and pursued that option. Mr. Petro stated that some of the typical projects that local entities can submit involve deploying alternate fuel vehicles and diesel engine retrofits. Even if a school district wanted to change out to a more efficient, less emitting engine type, they would be eligible for this type of project. Replacing street lighting and traffic control devices with energy-efficient alternatives would qualify and obviously, public transportation projects qualify as well. Projects that reduce transportation emissions at the Port facilities qualify, and he's been speaking with Tyler about a project they have and may like to submit. It sounds beneficial and like it would fit as one of the projects.

Mr. Petro said the next steps involved the staff and the technical committee. They had all last month to develop and review the CRP-PSP Draft document. He said they a handful of them concur with the draft project selection process as it was written and said they were good with it and to introduce it to the policy committee, which is today. Mr. Petro said they'll obviously have a discussion and then it will go out for public comment and have to do a public engagement when it comes to something like an amendment for a long-range plan. We have to meet all of those requirements for public engagement then hopefully on the nineteenth they'll be able to address all the public comments and discuss it.

Mr. Petro wanted to make a very important comment. He said that this is one of those programs that really is a "quality of life" thing. It directly addresses environmental issues. This body here, there have been undertones in the community that we have only been interested in building highways and are automobile centric. He believes this goes a long way to alleviate and mitigate that perception of this body in particular. Mr. Petro said this shouldn't be taken lightly. We are addressing environmental issues directly.

The actual draft document is posted on the website if anyone would like to access it. It's on the transportation page on the NLCOG website. Mr. Rogers stated that this is an introduction for public comment. Technically it would be listed as an amendment to the long-range transportation plan as the selection procedures for that financial source.

Mr. Clarke asked if there were any further questions. Mr. Ford asked if these were going to be state projects or DOTD projects or are they going to do them locally. Mr. Petro said no, they are going to be done locally because this is your money. Mr. Rogers stated that it's similar to the Enhancement Program. Mr. Ford said that he's in an Enhancement Program now and it's taken five years. He asked if they were going to be in control of the funds and Mr. Rogers and Mr. Petro answered yes. Mr. Rogers said that they're working on similar procedures, a step back, but when they first introduced the Enhancement Program and the Attributable Funds for that program, they all elected DOTD to go forward with that process. The four TMA's, us and Baton Rouge, New Orleans and Lafayette have had discussions with DOTD, and they want to select their own projects and do that now versus them. They're working with them to do similar things before the Enhancement Program so they can try and speed that up too. Mr. Ford asked Mr. England if he had visits from a Carbon Capture Company and Mr. England said yes, he's had three companies visit him. Mayor Arceneaux also has had a visit. Mr. Ford said so there's some companies looking at this and this is a big issue on the Gulf Coast and now it's reached up here. Mr. Petro said to get back to Mr. Ford's question, that yes, they can hold their feet to the fire because they're in control. Mr. Ford said that's great news because if it was in Baton Rouge you'd just wait.

Mr. Clarke asked if there were any further questions. Mr. Clarke entertained a motion for the Approval of the Introduction for Public Comment to the Carbon Reduction Program Selection Process. Mr. England motioned, and Mayor Arceneaux seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

Project Updates

1. I-49 Inner City Connector – Update on Public Meeting

Mr. Rogers said that following the public meeting and the input that was given from there, the next step was sending out Right of Entry letters for some of the additional properties along the 3A Alternative that needs to get more details on the cultural stuff. Those letters were to go out last week and they anticipate starting that work as early as December 18, 2023. It should take about three weeks if he remembers the timeframe correctly. Mr. Rogers said they're also working on finalizing the other chapters that go in with the Environmental Impact Study. They're still on track to have the draft EIS ready by March/April timeframe. At that point, there's two reviews that have to be submitted at federal level. One is to the legal sufficiency office. The other is to the civil rights office. The legal sufficiency is to make sure all I's are dotted and T's crossed correctly so it will hold up in court. The other is because a civil rights complaint has been made to the state on both of the I-49 projects so the Civil Rights Division would review it. Once those reviews are completed, which they estimate four to six weeks, that's when they can advertise it and put it out on the street. The benefit of that is that draft identifies that preferred alternative. Once it's out there's thirty days for it to be on the street, then they can hold a formal public hearing on the project. Ten days after that they'll receive public comments, the consultants and DOTD will address those comments and submit a final EIS with a recommended ROD for Federal Highway signature at that point.

Mr. North asked when the earliest date they'd have a ROD. Mr. Rogers said they're looking at the March/April timeframe for the draft, roughly a month (four to six weeks) June timeframe for that, another thirty days out, so maybe September/November timeframe the final could be submitted for the ROD signature. This time next year is just a best guess.

Mr. Ford asked Mr. Rogers if they could ask DOTD, because this is such a hot topic with the citizens, to come visit with them at least quarterly to make sure they're all on task. He knows there's going to be some changes in the administration after the first of the year, so they just want to inform the public and let them hear it from the horse's mouth as to what's going on. Mr. Rogers stated, "will do". Mr. Rogers said they're hoping to have them there at the next meeting to give a formal presentation on the comments and all the results from the public meeting.

2. I-69 SIU 15 Frontage Road Update

Mr. Rogers stated the next update is the I-69 project. Based on the TIP amendment that was just approved, they've made a selection for the engineering work along that corridor, Stanley Consultants, Inc. is the team that was selected. They can negotiate that contract and get it underway now. Mr. Rogers said that contract covers all the way through sixty percent of plans, or something to that extent, so a good way into the full engineering, right of way and all that type of stuff. Similar to any projects, they'll be given task orders of which tasks to move forward with initially. Again, at some point in time, they'll need to address the ultimate shortage of funds for

construction. He knows there's a Raise Grant request or a MEGA Grant request that's out, but no word has been received on that yet, however, they've just issued NOFA's for the next round of those so they might want to go ahead an update that to send it back out with that next submission. Mr. Rogers stated that another thought would be a Capital Outlay Request for some of it.

3. I-20 Rehabilitation Update

Mr. Rogers stated the next thing on the agenda is the I-20 project and LA 511. He asked Mrs. Buchanan with DOTD to come up to give the updates on both projects. Mrs. Buchanan stated that the I-20 Rehabilitation project is progressing very well. They are fifty percent into the transition into Phase 2. They transitioned westbound into Phase 2 which means to swap the traffic over from the inside to the outside lanes on November 30th, then the plan is to swap the eastbound direction this Sunday night. The concrete barricades are out there, and you've probably seen them if you've driven through. They've replaced the orange cones and barrels and so the look and feel of the work zone is a little different. The lane widths are a little narrower and they do have message boards lit up to encourage strongly for truck traffic to take I-220. Mrs. Buchanan said that you also may have seen activity start with the removal and demolition of the existing lanes that are out there. The contractor is already working on that and breaking that old pavement that's there in the runway base, they're starting on that on the westbound side. She said they're moving quite well with that project for Phase 2. They anticipate ten to eleven months, but of course we're into the cold, wet, and rainy season now so it could be a year. Along with Phase 2 you'll start to see the nighttime patching work that's included on the Caddo Parish side of this. And Shreveport, we have extensive nighttime patching that will occur from Pines Road to I-49. Again, that's only nighttime work, but that will also happen as part of Phase 2 as well. We'll then move into Phase 3, which is just like Phase 2, except swapped again, so they can build the outside lane.

Mr. Ford wanted to mention that he and Mayor Chandler are meeting next week, and they are going to assist DOTD with providing resources to keep I-220 open. From I-20 at Pines Road, all the way out to the racetrack. Mr. Ford said they have a CEA that they're going to be presenting to the entity of Caddo Parish and Shreveport. In the event of snow and ice they are going to try and keep I-220 open because I-20 is down to one lane. He wanted to thank everyone for their support.

4. Jimmie Davis Bridge – LA 511 Update

Mrs. Buchanan stated that for the Jimmie Davis Bridge project, if you've driven through that area, you've probably seen some equipment out. That solicited several phone calls and excitement as to what may be happening out there. Some very preliminary work is occurring, but nonetheless, the project is moving forward. They have a crane assembled on site and some early clearing and grubbing has been conducted basically of the contractor's yard out there. They're still moving through the permitting process with the Army Corp of Engineers in order to continue clearing and grubbing along the river so that's moving forward as well. Also, they'll be assembling a trussell bridge there at the site, which will be used by the contractor in order to use to construct the new bridge in the future. Mrs. Buchanan said so they're not of course to the point of actual construction of the new four lane bridge, but in the future that's still in the design phase and will be for the next several months to a year, which is what the expectation was, as well as the design of the existing bridge into the linear park. The transformation of that into a pedestrian and bicycle facility. You won't see major construction happening for quite some time, this is a five-year project so it's pretty lengthy, but you will see some activity happening out there at the site which is always a good sign that progress is happening. That's what's occurring with that if

you're wondering what's happening at the Jimmie Davis Bridge and you see some work going on, that's what's happening.

Announcements

Mr. Clarke asked if there were any announcements at this time. Mr. Rogers just wanted to say Happy Holidays to everyone.

Mr. Rogers stated that the only announcement he had was the next regularly scheduled MPO meeting is on Friday, January 19, 2024.

Adjourn

With no remaining agenda items, Mr. Clarke entertained a motion to adjourn. Mayor Arceneaux motioned, and Mr. Norton seconded, and the meeting was adjourned.

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive, flowing style with a horizontal line extending from the end of the name.

J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner.

The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: _____

Name: John Park:72

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on: ☐ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

Allendale 49



Metropolitan Planning Organization Transportation Policy Committee

February 02, 2024 - 9:00 am
625 Texas Street, Shreveport, LA 71101

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

ITEMS FOR CONSIDERATION

1. Approval of Minutes

[Approval of Minutes from December 08, 2023](#)

2. Transportation Improvement Program (TIP)

No TIP Actions at this time

3. Metropolitan Transportation Plan (MTP)

[Adoption of Carbon Reduction Program Project Selection Procedures](#)

[Annual Safety Performance Measures](#)

4. Safe Streets and Roads for All (SS4A)

[Request for Proposals](#)

PROJECT UPDATES

5. I-49 Inner City Connector

6. I-20 Rehab Project

ANNOUNCEMENTS

7. Next Regular Schedule MPO Meeting Friday March 01, 2024

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, February 02, 2024 (9:00 AM) NLCOG

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mayor Tommy Chandler – City of Bossier City
Mr. Butch Ford – Bossier Parish
Mr. David North – LaDOTD District 04
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Bruce Blanton – Webster Parish
Mr. Dinero' Washington – SporTran
Mayor Tom Arceneaux – City of Shreveport

Members Absent

Mr. Alan Clarke – MPC City of Shreveport – Mr. Stephen Jean is sitting in for Mr. Clarke, but not in a voting capacity.
Ms. Erica Bryant – Caddo Parish
Mr. Eric England – Port of Caddo-Bossier
Mr. Michael Norton – DeSoto Parish – Mr. Michael Rister is sitting in for Mr. Norton, but not in a voting capacity.

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams – NLCOG
Ms. Heidi Stewart – NLCOG
Mr. Adam Driskill - NLCOG
Dr. Shelly Barrett - NLCOG
Ms. Rita Arnold – NLCOG
Mr. Kevin Reeves - NLCOG

Call to Order

Mr. Ford called the meeting to order. He stated that we generally have an invocation, roll call and a pledge at the beginning of the meeting. Mr. Ford said that he was going to ask Mr. Johnson to lead us in prayer and Mayor Chandler to lead us in the pledge. He asked if those that cared to join them to please stand. Mr. Johnson began the invocation followed by Mayor Chandler leading us in the Pledge of Allegiance. Mr. Ford asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present.

Public Comments

Mr. Ford stated they had three public comments and then reminded them of the three-minute time frame for their comments.

Mr. Peacock was the first to comment. He wanted to emphasize the Road Shows for the Transportation Committees for the Senate and the House that are coming up to our area and then going around the state. For our area it's going to be Wednesday, February 7th, 2024, at BPCC in building H, which is the Louisiana Tech building. Mr. Peacock said that this is very important for everybody to be represented. He stated that when they go to Winnsboro and Monroe, and then they go down south, if we have a better showing and you put something in writing, they hear about it and continue to hear about it, that it works. Mr. Peacock said that he would say that the reason that Jimmie Davis Bridge is being built is because for years they kept hearing "Jimmie Davis Bridge", "Jimmie Davis Bridge". I-49 needs to be pounded into them, so they don't just hear about it in Lafayette because they will hear about it there. Mr. Peacock said that Bossier has done a fantastic job in the past with Bossier Parish and signing a letter. Caddo and Shreveport need to do something, or all of our area go to that meeting and meet those Representatives and Senators that are new to the community, shake their hands and let them know who you are, welcome them to our community, let them know your priorities and give them something in writing so they will hear it too. He just wanted to put that on their radar, and he knows it is. Mr. Peacock said if we look better and we have a better turnout than Jefferson Parish, that will help us.

Mr. North stated that they also have two local representatives on the Transportation Committee which include Representative Jackson, and Representative Phelps, from this area.

Mr. Perkins was the next to comment and stated that he and the people at Allendale Strong are excited to be partnered with national organizations this year and continue to educate and inspire citizens here and around the country. They've accepted support from the Anthropocene Alliance, the nation's largest coalition frontline communities, fighting for climate and environmental justice. A2, as they're called, is sponsoring their own Jody Doshier, who has been in these meetings, to attend meetings this weekend in New Orleans on organizing. Jody is a retired educator from the Denver public school system who returned to Shreveport, bringing his experience in organizing there over all those years. Mr. Perkins stated that they're also excited that their founder, Dorothy Wiley, founding President of Allendale Strong, will be speaking at the upcoming Smart Growth America, the Center of Excellence program, which will bring together elected officials from around the country who previously participated in the local and state champions institute to learn from national thought leaders, such as Dorothy, on issues related to the intersection of land use and transportation. Specific challenges in areas of opportunity of developing and imputing a policy around these topics and how they contribute to communities' stability, SmartGrowthAmerica.org. Mr. Perkins said they're also excited to share their experience, strength, and hope with their friends in Austin, who are beginning their lawsuit against TxDOT. No lawsuit is needed in the non-slave holding state, Minnesota, because they agreed to work with their citizens on finding adjustments and solutions. Mr. Perkins stated they're excited to see Strong uptake a local interest in converting their local stroads into business boulevards which improve business and land value while saving pedestrian lives. He said that there's a lot of energy right now especially on the Kings Highway corridor and also North Market. Mr. Perkins thanked the committee for their time and for helping Allendale Strong rise to national prominence.

Mr. Harrison was the last to comment and wanted to be brief. He just wanted to reiterate the strong support for I-49 Inner City Connector from the business community, the Chambers, and the Committee One Hundred. Mr. Harrison said they had their recent meeting, a public hearing, and the people spoke. It was well attended by the business community and the results were very positive towards I-49 and getting that completed. He said that they can't stress how important it is to keep the ball rolling as fast as they can, even with the new transition of the Department of Transportation and state. Mr. Harrison said that last week, he's sure they're all aware of the traffic Armageddon they had with I-20. They had an accident on I-20, then traffic was rerouted onto I-220, then had an accident on the bridge. He stated that he has a business that distributes metals around the state and for the Ark-La-Tex, Northwest Louisiana, and he couldn't get anywhere. There were a lot of businesses shut down, couldn't make deliveries, and he even took one on the chin that day. A lot of employees couldn't get to work, and he got stuck in it himself for almost three hours. North Market was a parking lot. He kept thinking to himself that if I-49 was done, there would be a lot of flow through traffic, which is a perfect example of why we need it. Mr. Harrison said that we don't get a lot of traffic jams very often, but we're going to be in this thing with I-20 for a while and seems to be going well. It's going to help us maneuver around our city a lot better and that was a prime example of the need for it. Not to mention the massive income development opportunities for us. From the business community, they strongly encourage NLCOG to work with DOTD and Federal Highways to get it done as soon as possible. Hopefully they'll have good news there shortly on a route.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the December 08, 2023, meeting. Mayor Arceneaux motioned, and Mayor Chandler seconded to approve the minutes as provided. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP)

Mr. Rogers stated they had no action on the TIP at this time.

3. Metropolitan Transportation Plan (MTP) – Carbon Reduction Program Project Selection - Amendment to the 2045 MTP

Mr. Rogers stated that during the last meeting, Mr. Petro had gone through the details of the introduction Carbon Reduction Program Project Selection Process. The funding program is one of the new categories that came out of the IIAJ which is much like their traditional Urban Area funding. This is a new fund that they will be receiving. Mr. Rogers said that as part of that they are required to do a project selection process that's like what they've done for their 200k. He said they introduced it to them at the last meeting for public comments. There are some scoring criteria that deal with calculations of omissions, graphic impact areas, local support cost sharing that goes along with that project selection process. They put it out for public comment and no comments were received. Mr. Rogers said that for today, what they're asking is for their consideration for approval for the project selection process.

Mr. Ford asked if there were any further questions. Mr. Ford entertained a motion for the Adopt the Carbon Reduction Program Project Selection Procedures. Mayor Chandler motioned, and Mr. Washington seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

4. Transportation Plan (MTP) - Annual Safety Performance Measures

Mr. Rogers stated that the Safety Performance Target Measures is a requirement under the federal regulations. They are required to be reviewed and reset each year. They're based on a five-year rolling average. The state sets theirs, and then with one hundred eighty days following the state establishing their targets, the MPO's are to introduce, then henceforth pass theirs. Mr. Rogers directed the board the third slide that shows the different measures of fatalities, serious injuries, non-motorized fatalities by VMT, and serious injuries by VMT. VMT stands for Vehicle Miles of Travel. He stated that they'll notice a little bit of change in some of them and some of that has to do with the definitions used and how they calculate some of the measures. They changed over the years so there's little variation in how they calculate those numbers. Mr. Rogers said if they looked at the next slide in their packets, they could see those averages and how they've done over the years. He said the interesting thing is unfortunately with the fatalities in some areas, starting with Covid timeframe, you can see they went up drastically for a couple of years. That coincides with what they noticed in their traffic data collection from the Streetlight data they utilize that has actual speeds and volumes and whatnot on it. The average driving speed of the average driver has increased greatly since Covid, and it has stayed that way. People were just naturally driving faster, so when you get into those wrecks, the likelihood of having those more serious accidents is greater. Luckily, that's starting to come down. Mr. Rogers said the state set their average at a one percent decrease. They have elected in the past years to follow that state standard because it's just best. All the MPO's have followed that. One thing to be aware of too, is although they reported across the board, some of the measures fall on the NHS system, of which some of the NHS system like Monkhouse Drive, is all they have to go on. All they have is the small piece I-20 into the airport of Monkhouse Drive owned by the City of Shreveport. Based on that again, this is for introduction for public comment to follow the states recommendation in terms of the one percent decrease.

Mr. Ford asked if there were any further questions. Mr. Ford entertained a motion for the Approve the Introduction of the 2024 Safety Performance Targets for Public Comment. Mr. Washington motioned, and Mr. Blanton seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

5. Safe Streets and Roads for All Regional Action Plan – Request for Proposals

Mr. Rogers said the next thing on the agenda was the advertisement for Safe Street and Roads For All (SS4A), which is the grant they received last year. They finally got the full agreement signed and executed with Federal Highways. This grant goes straight through between NLCOG and Federal Highways, it's not a pass through with DOTD, so it will be a little bit different than others. Mr. Rogers said that the request for proposals will be advertising it by putting it out on the web and whatnot on Monday. They're asking those who submit to tell them how they would go about doing this in essence. They will have to follow the guidelines from NOFA and Federal Highways, which the principal parts of it are Leadership Commitment and Goal Setting, Planning Structure, Safety Analysis, Engagement and Collaboration, Equity Considerations, of which there is a large portion of the grant once it hits in the range of forty percent is to be used for the Justice Forty, Policy and Process Changes, Strategy and Project Selection Procedures, and Progress and Transparency. The reason for the need for the development of the action plan is there are SS4A implementation funds available, however, you have to have a plan set in place before you can utilize or access the implementation funds. It will cover the full four parish area just as the rest of their Long-Range Plan, and just as the Active Transportation Plan that's out now. Again, they'll send it out next

Monday. They've asked for Letters of Intent by February 19, 2024, receipt to the office on March 22, 2024, the staff will review and work with the technical committee to review the submittals and ask the technical for their top three. They will be asking the top three to come make presentations to the board for final selection. Those respondents in that selection will take place on April 12, 2024, at the regular April meeting. Mr. Rogers said his intent is to give each team roughly twenty minutes including questions and answers.

Project Updates

1. I-49 Inner City Connector

Mr. Rogers stated they had a meeting scheduled with the new DOTD Secretary, his new administrative staff, and DOTD's Project Team on the Inner City along with the consultants. It was originally scheduled for the seventh, but the road show got scheduled on that same date, so it got bumped. They're looking at the first Monday in March currently. For that briefing, the main importance that they're going to stress to them is to help them keep everyone on that timeline that was set when Dr. Kalivoda was with the department. As was noted previously for the field work, some of the environmental and cultural work for the 3A had begun. They got a little delayed from the ice and rain, but they're still good and on track to complete within the timeframe. Mr. Rogers said they're still looking at the second quarter to have the draft EIS ready. Before publishing the draft EIS or announcing the preferred alternative, it's necessary for it to go through two federal reviews. Those two reviews include a legal sufficiency review and a civil rights review. The two reviews can be conducted simultaneously within a timeframe of four to six weeks. Following that we'll get it advertised and out on the street. It's a full forty-five-day timeframe. Once it's advertised and put on the street, you have to have a minimum of thirty days prior to the public hearing and a minimum of ten days following the hearing for receiving public comments.

Mr. Ford asked if Mr. Rogers was going to be meeting with the new DOTD Secretary after their next meeting. Mr. Rogers stated that was correct. Mr. Ford stated that there's been so many questions about this project and following a timeline. He asked Mr. Rogers that as soon as they have concurrence that they're going to meet that timeline to please let them know so they can pass that on to the public. He would like to know if the new DOTD Secretary is going to delay it any so they can let the public know. Mr. Ford asked Mayor Arceneaux and Mayor Chandler if they agreed with that.

Mr. Washington asked when they were estimating the ROD (Record of Decision). Mr. Rogers stated the end of this year timeframe. Mr. Washington asked that we stress to the new DOTD Secretary that we want to stick to the deadline for that because we've pushed this back about three or four years at this point and feel that we need to give the public what they've been asking for.

Mr. Harrison commented that Dr. Kalivoda indicated that they would have a route before the draft was sent out. Mr. Rogers said the draft identifies the preferred alternative. Mr. Harrison asked when that would be sent out. Mr. Ford stated that we have a new Secretary and that's why their meeting with him. Mr. Rogers said that the current schedule is sometime in the second quarter of this year. We are still plus or minus a week on that original schedule, but we are still within that schedule. The importance of this is to make sure that the new Secretary and his administrative staff see the importance and take the lead as Dr. Kalivoda had done and stay as engaged. Mr. Rogers stated that the new secretary has expressed to him that he does want to come and meet with the MPO. He's hoping possibly the April or May meeting. Dr. Kalivoda had committed that he was supposed to be at this meeting or the March meeting, but unfortunately, they worked out his retirement package and asked him to leave right away.

2. I-20 Rehabilitation Update

Mr. Rogers asked Mrs. Buchanan, from DOTD, to give the update for the I-20 rehabilitation. Mrs. Buchanan stated that as everyone knows, they are well into phase two of construction at this point. Much of the inside lanes of both eastbound and westbound direction have been removed. Heavy excavation work, hauling in and out materials continue to be underway. Mrs. Buchanan said that as many of you know, the eighteen-wheeler prohibition also remains in place for this project. Lieutenant Mondello is here with State Police Troop G, and she's glad to see him there today. They've been working closely obviously with the State Police along with their other law enforcement partners on this. They've had signage up since the truck ban went into effect late December and they are in the process of adding additional signage at all of the interchanges in advance to the work zone as far east as Minden. Mrs. Buchanan stated that at this point it's not a lack of signage or enforcement. The sheer numbers of trucks coming through the work zone is troublesome. As was mentioned earlier, they had an incident last week during the heavy rainfall, where a truck exited and they had a complete shut down of the interstate, as well as the incident on I-220, all at the same time. That coupled with some other concerns is why the truck prohibition is in play.

Mr. Rogers asked Lt. Mondello if he wanted to add to or speak in regard to the State Police on all this. Lt. Mondello stated he wanted to apologize for being late this morning. He understands the frustration, but guess where he was, he was in the construction zone westbound on I-20. Lt. Mondello said to just give everyone an update on the law enforcement presence and what they're out there doing, the men and women of the local agency including Bossier City Police Department, Shreveport Police Department, and Bossier Parish Sheriff's Office are out there doing a fabulous job. If you're not familiar, you see them as you pass through the work zone. They have four work zone officers out there for a day shift and a night shift. They put one on each end of the work zone and two in the middle. One of the main objectives in the law enforcement presence is to save lives. They're assisting the motor and public to come through the construction zone, but at the same time they're trying to keep the DOTD, J.B. James and Contracting, and everyone safe. At times, it can be a very dangerous stretch on both sides of the highway. Considering that J.B. James is out there with all this heavy equipment, trying to build that road for us, to make it better in the end. Lt. Mondello wanted to express his appreciation to the Bossier City Police Department, Shreveport Police Department, and the Sheriff's Office because they've done a fabulous job at what they're doing out there. He said that he'd answer any questions about the enforcement of commercial motor vehicles. Lt. Mondello said that they're not going to be able to stop every single one coming through. There's a lot of times when they ask them why they're coming through here, and they didn't see the signs. A lot of is that they didn't know it meant them! Or they didn't see the sign. Their GPS told them to go this way. They're working on this with the DOTD and getting new signage up. Something that could help is maybe signage on the overhead that shows a commercial motor vehicle with a circle and a line across it. You don't have to read that, you'll see it.

Mr. Ford stated that one of the things that he was surprised to learn at their meeting in December was how many accidents have occurred along that stretch of I-20. He asked if Lt. Mondello had that number. Lt. Mondello said yes, and that there's been over two hundred crashes since the beginning of September. These crashes in the work zone are maybe two, three, four, five vehicle crashes that are rear-end crashes. Fortunately, there haven't been serious injuries in these crashes, but when you have the eighteen-wheelers coming in and they're turning up or over, we never know. We don't know what eighteen-wheeler can come through on a rainy night, whether it be a hazmat tanker or what. Again, one of the main missions of law enforcement presence out there is to prevent crashes. Lt. Mondello says that with no doubt we'd have up into the three to four hundred number of crashes rather than about the two hundred if they didn't have the law enforcement presence that they have right now.

Mr. Washington said he had a question about the communication that goes out. He said that some of it says, “big truck ban” and some of it says, “commercial vehicle ban”. Which one is it? Lt. Mondello said that it’s commercial motor vehicles, the tractor trailers with the big box trailers, tankers, and all. It includes what they call “hot shot rigs” that are running through there with the trailers and the dually. He said again that they’re not going to be able to stop them all, but you will see them. Those drivers come through there and it’s hard for them to navigate those curves in those tight lanes. Lt. Mondello said that it’s not going to stop. You’re going to see one or two trickle in, but they are trying to keep the number down and decrease the crashes.

Mr. Rogers asked how they are dealing with the ones that are not cutting through, but they need to get through. Lt. Mondello said that’s like when they stop someone, you don’t always have to write a ticket. You have to use good officer discretion. We tell our officers to talk with them. Sometimes there’s a language barrier. But if you find out they’re coming from the Texas line eastbound through the construction zone, then that’s a problem. If they’re coming from somewhere that they haven’t gotten the signs up yet, we have to use good officer discretion. He said there’s nothing wrong with writing a warning.

Mrs. Buchanan stated that for an update for the Jimmie Davis Bridge, there’s really not much to update on since the last update they provided. The contractor is still working on their trestle bridge that they’ll be using for their own construction purposes at the yard next to the bridge. As well as the design work, it’s still underway. It’s pretty expansive within itself and we expected that it would take some time for that project. You may not see a lot of hustle and bustle at the work site, but just know that there’s work ongoing behind the scenes for that particular project.

Mr. Rogers wanted to add one thing about the meeting they have scheduled with the new secretary. Round Thanksgiving timeframe, he believes, the city, Mr. North’s office, himself, and Dr. Kalivoda’s office met with the Tim James Group, Willis-Knighton, and their project. Dr. Kalivoda drafted an agreement with them that if they wish to build within the Inner Loop Corridor, here’s what needs to happen and here’s what needs to be done. Federal Highways reviewed it and was in concurrence as long as when the James Group presented their stuff to DOTD, that they would forward it on to them. They were good with them moving forward with some sort of construction within the Inner loop Corridor. Part of that meeting with the new secretary is to brief him on that again and get him to go ahead and sign that agreement so it can get sent out and that group can move forward.

Mr. Ford said his office has had a lot of calls in regard to the toll bridge and where it stands. He asked Mr. Rogers if he would reach out to Tim James and maybe get a briefing there in the next couple of meetings. That way he can come and tell them where he is and what’s about to happen. Mr. Rogers said he’s hoping that when they get to that meeting with the new secretary that they can get Tim James there and he can come and explain the agreement that the department came up with for them to move forward.

Announcements

Mr. Ford asked if there were any announcements at this time. Mr. Rogers just wanted to remind everyone of the Joint Transportation Committee (DOTD Road Show) Meeting on Wednesday, February 7, 2024, at 8:30 a.m. that is being held at the LA Tech Building at Bossier Parish Community College in Building H – Moran Room.

Mr. Rogers stated the next regularly scheduled MPO meeting is on Friday, March 01, 2024.

Adjourn

With no remaining agenda items, Mr. Ford entertained a motion to adjourn. Mr. Washington motioned, and Mayor Chandler seconded, and the meeting was adjourned.

A handwritten signature in black ink, reading "J. Kent Rogers". The signature is written in a cursive, flowing style. The first name "J." is followed by "Kent" and "Rogers". The "R" in "Rogers" is large and loops around the end of the signature.

J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: Feb 7, 2024

Name: Barrow Park

Address: Barrow Park

E-mail: _____

Phone: () _____

I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on: ☐ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

Road Show Reminder

- wed Feb 7 BPPS

make voice heard

go in writing

meet & greet

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

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Please print:

Date: 2-2-24

Name: John Perkins

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: Allendale Strong

Comment on: ☒ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

I-49

support in Antitoxin Alliance
climate & ES A &
joint dashboard - (dear public schools)
dashboard - smart growth America
land use / transportation

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 2-2-24

Name: Patrick Harrison

Address: P.O. Box 7216

E-mail: _____

Phone: (318) 218-9008

I am representing: ☐ myself ☒ business ☐ organization

Name of business / organization: C100

Comment on: ☒ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

I - 49 ICC

→ strong support for

ICC success / chairman / etc

position retractor.

re transition

prob on 20/220

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.



Metropolitan Planning Organization Transportation Policy Committee

March 15, 2024 - 9:00 am
625 Texas Street, Shreveport, LA 71101

(This is rescheduled from March 01, 2024)

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

ITEMS FOR CONSIDERATION

- 1. Approval of Minutes**
[Approval of Minutes from February 02, 2024](#)
- 2. Transportation Improvement Program (TIP)**
No TIP Actions at this time
- 3. Metropolitan Transportation Plan (MTP)**
[Annual Safety Performance Measures](#)
[2020 Urban Area Map](#)

PROJECT UPDATES

- 4. [I-49 Inner City Connector](#)**
- 5. [I-20 Rehab Project](#)**
- 6. Safe Streets and Roads for All (SS4A) ([ATG](#) – [Atlas](#) – [Stantec](#))**
- 7. [Pictometry/Eagleview 2024 Flight](#)**

ANNOUNCEMENTS

- 8. Next Regular Schedule MPO Meeting Friday April 12, 2024**
The respondents to the SS4A grant will be presenting at this meeting.

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, March 15, 2024 (9:00 AM) NLCOG

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Alan Clarke – MPC City of Shreveport
Mr. Butch Ford – Bossier Parish
Mayor Tom Arceneaux – City of Shreveport
Mr. Bruce Blanton – Webster Parish
Ms. Erica Bryant – Caddo Parish
Mayor Tommy Chandler – City of Bossier City
Mr. David North – LaDOTD District 04
Mr. Dinero' Washington – SporTran

Members Absent

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Eric England – Port of Caddo-Bossier
Mr. Michael Norton – DeSoto Parish – Mr. Michael Rister is sitting in for Mr. Norton, but not in a voting capacity.

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams – NLCOG
Ms. Heidi Stewart – NLCOG
Mr. Adam Driskill - NLCOG
Ms. Rita Arnold – NLCOG
Ms. Laura Phillips - LA-Div office FHWA / Non-Voting Member

Call to Order

Mr. Ford called the meeting to order. He stated that we generally have an invocation, roll call and a pledge at the beginning of the meeting. Mr. Ford said that he was going to ask Mr. Washington to lead us in prayer and Mayor Arceneaux to lead us in the pledge. He asked if those that cared to join them to please stand. Mr. Washington began the invocation followed by Mayor Arceneaux leading us in the Pledge of Allegiance. Mr. Ford asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present.

Public Comments

Mr. Ford stated they had two public comments and then reminded them of the three-minute time frame for their comments.

Mr. Hackney was the first to comment. Please see the attached copy of Mr. Hackney's comment.

Mr. Chevallier assured Mr. Hackney that his entire addendum would be attached to the meeting minutes.

Mr. Harrison was the last to comment and wanted to be brief. He just wanted to reiterate the strong support for I-49 Inner City Connector from the business community. Mr. Harrison said they are very supportive of NLCOG, FHWA and DOTD for pushing forward with this project. He's hoping they will stay on track with the existing schedule and that NLCOG will hold them accountable and keep them moving forward. All indications are that that's what's really happening, and they appreciate their efforts on that. Mr. Harrison said they are eagerly anticipating some announcement of the route to at least get past that point, and hopefully march forward to receive a Record of Decision sometime this year as promised. He knows a lot has to go into that, so they just want to keep the balls rolling because it's been way too long and overdue. Mr. Harrison said they are ready for this, and they desperately need this. He wanted to thank them for their support and to keep the ball rolling.

Mr. Ford stated that he has spoken with Mr. North a dozen times, and he always returns his calls. He also wanted to thank Mr. Harrison for his comments today. Mr. Ford asked for the records to show that Mr. Clarke, the Chair, is present along with Mr. North. Mr. Ford wanted to turn the gavel over to Mr. Clarke for the remainder of the meeting.

Mr. Washington wanted to ask and verify that in reference to the Tim James project, this committee has no oversight over that project anymore correct. Mr. Rogers said that the Tim James project as in their toll, no. Other than the comments that DOTD has provided them in terms of building within the corridor, 3132, DOTD had sent a letter to Tim James group in terms of if they wanted to build within that corridor, here are some things they needed to be aware of from DOTD's standpoint. Also, for them to remember they have to get permits from DOTD to move forward. Mr. Rogers said that in terms of their project, no. Mr. Washington just wanted it to be known that this committee has no jurisdiction over the Tim James project.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the February 02, 2024, meeting. Mayor Arceneaux motioned, and Mr. Washington seconded to approve the minutes as provided. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

Mr. Clarke wanted to share in comments and say that he's so grateful to be able to come back and participate in this meeting. He wanted to say thank you to Mr. Ford for carrying on in his absence and he truly appreciates it.

2. Transportation Improvement Program (TIP)

Mr. Rogers stated they had no action on the TIP at this time.

3. Transportation Plan (MTP) – Annual Safety Performance Measures – 2020 Urban Area Maps

Annual Safety Performance Measures

Mr. Rogers stated that the first portion of this is the Annual Safety Performance Measures. These were introduced at the previous meeting. Mr. Rogers said the first chart shows them the regulations that govern how they do it. The feds pass a ruling, then it's passed to DOTD. The states have to pass theirs which then they pass it to the MPO's. The MPO's have one hundred eighty days to review and propose their performance measures. They have traditionally followed the state's lead in terms of the one percent reduction. Mr. Rogers stated that technically they should have approved these at the originally scheduled meeting on March 1, 2024, but for various reasons they were unable to meet.

Mr. Rogers said that on the second chart they would see the comparison between the state's forecast and theirs. He directed them to the third page where it showed the performance measures following the one percent reduction. Mr. Rogers stated they did put those out for public comment but did not receive any back from anyone, so they're set to be adopted.

Mr. Clarke asked if there were any further questions. Mr. Clarke entertained a motion to Approve the Adoption of the 2024 Safety Performance Targets. Mrs. Bryant motioned, and Mayor Chandler seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

2020 Urban Area Map

Mr. Rogers stated the significant portion of this map that they have before them and is highlighted in purple, that is the area that is classified on the map as the adjusted urbanized area. Mr. Rogers pointed out on the slide that there's some slight changes from the 2010 version that had a little more of a specific area included on the 2020 version. The difference being, and he's sure they're all aware of going through the census stuff, they changed some of their definitions on how they calculate "urbanized area" and putting more emphasis on housing density rather than population density which in part caused that change. The housing density in that area isn't there at this time, but hopefully within the next few years, once the north/south road is completed, it will grow. Mr. Rogers said that that's the difference between the 2010 and 2020 versions.

Mr. Petro wanted to comment that it really follows the North/South corridor and then ties in to Crouch and goes up the 162 and a piece of the pie is left out. That's really the primary change between the two. Mr. Petro said that in basic terms, the purple area that's shaded, that's what the census considers to grow in the next twenty years to be considered urbanized. There's a differentiation between urban and rural when it comes to design specifications. The design specs between an urban road and a rural road are different. Mr. Petro asked to please note that they've continued to leave the Port property outside in the rural area because of their tie in with the USDA grant funding. They have to be designated as a rural area as opposed to an urbanized area to maintain those grants.

Mr. Washington asked if this was an update to the Transit UZA as well. Mr. Rogers and Mr. Petro both responded, yes, it is. Mr. Rogers said that Barksdale is always included because it's a one census block.

Mr. Clarke asked if there were any further questions. Mr. Clarke entertained a motion to Approve the 2020 Urban Area Map. Mr. Blanton motioned, and Mr. Ford seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

Ms. Laura Phillips (LA-Div office FHWA / non-voting member) asked whether the planning area would remain the same or did this address the planning area at all.

Mr. Rogers stated, yes. The planning area remains the same. The four-parish area as a CMSA area stays the same and everything basically stays the same except for the urbanized area and that has to do with where the change, in terms of functional class goes from urban to rural.

Project Updates

1. I-49 Inner City Connector

Mr. Rogers stated that the bottom three paragraphs are a continuation from the previous meeting. The first part has to do with the meeting they had on March 04, 2024, with Secretary Donahue, the new DOTD Secretary. Staff, the consulting group, several members of his staff, both his environmental staff and his internal staff, all met to go over several projects with the primary one being the I-49 project and emphasizing to keep within that schedule that had been outlined by Dr. Kalivoda and to keep within that schedule as best as they possibly can. There have been some slight delays, but they're still within those quarter timeframes of getting those approved and moving along. Mr. Rogers said that some of those delays were caused by the weather earlier this year and some of the changeover between not only within the DOTD headquarter staff themselves, but also within Ms. Phillips office, LA-Div office FHWA, there's been quite a bit of change over in the Federal Highway staff. We're still pretty much on track at this point in time. They've been doing some surveying and some of the cultural/historic surveying work along the corridor. Once all that is done and the Draft EIS is ready to go, they will be sent for two federal reviews at that time which include a legal sufficiency review and a civil rights review because of the civil rights complaints that were filed. Once those are done, they can start scheduling and advertising that draft and getting it out for public comment hopefully within the end of the second quarter, beginning of the third quarter this year.

Mr. Harrison asked if there would be another public hearing on that or an open public comment period.

Mr. Rogers said there will be a public hearing. The way the public hearing works is that once the draft has been reviewed and approved by everyone, it must be advertised for a minimum of thirty days prior to holding that public hearing. It's a formal hearing where everyone gets a chance to hold the microphone and make comments versus the open house type format. It's a total of forty-five days, minimum of thirty days prior to the public hearing, minimum of ten days following the hearing for public comments to come in which gives them roughly five days of getting the meeting time scheduled. The closer they get to that, they'll let everyone know.

2. I-20 Rehabilitation Update

Mr. Rogers stated that the next project update was the I-20 Rehabilitation, and he asked Mrs. Buchanan if she wouldn't mind giving that update.

Mrs. Buchanan said that Mr. Rogers had included the press release that they had sent out on February 16, 2024, to provide some clarifications on some previous reports that had gone out regarding closure of westbound I-20. They held a joint press conference that day as well. Mrs. Buchanan stated that just to let everyone know that they weren't intending to close interstate at that time, however with the caveat, they are monitoring conditions on the interstate and are continuing to do so. As everybody knows they are dealing with a continued issue of eighteen wheelers that are prohibited from the work zone coming through particularly during inclement weather, and leaving the roadway, overturning, and they end up with a shutdown, particularly westbound I-20 for hours anyway. Law enforcement partners are continuing with their enforcement efforts out there. They've seen an improvement, but again last week they had some rainfall and had an incident of an overturned eighteen-wheeler. Mrs. Buchanan says that's kind of where things stand at this point. They've heard a lot from the business community and of course they understand those concerns as well. As she has stated multiple times, a decision to close the entire direction of an interstate is not made lightly. She feels that can't be stated enough. They will continue to monitor and hope that their efforts ongoing continue to ensure that work zone is safe for everyone to travel. As far as progress on the actual project, it's going well. They've completed demolition of the pavement on those inside lanes and the contractor is moving forward with replacing those lanes. Mrs. Buchanan said that's where the project stands overall.

Mrs. Bryant stated that she wanted it to go on record for Caddo Parish and that they would like every alternative to be considered before the closure of I-20 westbound. Mrs. Bryant stated that they feel that it would be a major issue for their business community, and they would hate to see something like that happen. She also wanted to ask if I-10 in Baton Rouge during all their construction ever been shut down completely.

Mr. North said that I-10 doesn't have similar situations that we have here.

Mrs. Bryant said that she understands, but she wanted to know if I-10, going south of Baton Rouge, has ever been shut down.

Mr. North said that it has been, but not for an extended period of time.

Mr. Rogers said that he could tell her for a fact that it had been shut down for two to three days before, but not for an extended period of time.

Mrs. Bryant stated that she just wanted the same consideration for Caddo Parish.

Ms. Laura Phillips (LA-Div office FHWA / non-voting member) asked that the trucks are told to exit and use an alternative route, but they're just choosing not to.

Mrs. Buchanan answered, yes, that is correct. She said they've updated the signage since the prohibition has been in place. Right now, they don't have immediate plans to change it, but that doesn't mean that it's not something that could happen going forward. It's a moving process and something they'll continue to look at. Mrs. Buchanan said that a lot of the truckers say they didn't see the signage and she thinks that's primarily what they're telling law enforcement when they get stopped.

Mr. Ford stated that if you ask the police department, sheriff's department, and state police, if the signs were in Spanish they'd probably get off. Over ninety percent of the trucks that are stopped can't speak English and are just driving on through. He got that word again this morning. Mr. Ford said they need to have two sets of signs. Mayor Chandler asked if they were ever able to get with GPS.

Mrs. Buchanan said that Peer Technologies was one that she was suggested to get in contact with and she did. They have an app called Here We Go, but it's an app like Google Maps or Apple Maps or our own 511 app. They don't have a way to put into place that kind of notification. She said that they have a banner across the top of their 511 page that notes there's a truck prohibition in place, but the Here We Go app is like the 511 app and who's using that. People are using Waze, Apple Map or Google Map. Now if the roads were closed that'd be different. That's a different notification to put into place. Waze is, of course, user operated and she and someone else tried to look through it and couldn't find a way to put specifically that there's a truck prohibition and they're not allowed through. If there was a road closure, then yes. It's the issue that it's a very small portion of roadway which just complicates matters.

Mr. Rogers asked that with the message boards, if there was a way to rotate it in English once then Spanish.

Mrs. Buchanan said she didn't know if they had that capability, but you must keep in mind that you're passing that at seventy miles per hour. What you put up there must be easily readable and digestible as a vehicle passes. She said again that she wasn't sure if they have that capability in other languages and they have heard that feedback.

Mr. Ford said they'd given out fourteen hundred eighty-eight tickets.

Mayor Chandler said they gave out one hundred seventeen tickets just to Bossier people.

Mr. Rogers stated that the Jimmie Davis project wasn't listed on the updates but asked Mrs. Buchanan if she could provide that.

Mrs. Buchanan said they did have an exciting update about Jimmie Davis. The design-build contractor has informed them, the stakeholders, they plan to begin working mid-May on construction of the new bridge. That construction is planned to be broken up into five different phases. All of which will be impacting traffic in some form or fashion. Particularly on the Bossier side where they have numerous residential and businesses directly at the foot of the bridge. They will be most impacted by the various phases of construction. What they plan to do, DOTD and their local partners as well, is to have a community meeting especially for the businesses that are located right there and those who have interests to their neighborhoods that are right there before the start of construction to lay out at least phase one and what that's going to look like. Where the detours are going to be and how the traffic is going to be routed. Not all phases will be as impactful, but some will be impactful to traffic maneuvers and how they're going to access the existing structure, both parkways, the arena, etc. They do plan on doing that in the coming days. The traffic management plan still must be submitted to FHWA and approved, but they don't anticipate that being much of an issue. So in the coming weeks, they'll be holding that meeting to let everyone know what to expect at least for phase one.

Mr. Washington said he had two questions about I-20. Maybe a year or two years ago there was a conversation about a lighting project on I-20 that they were talking about on both sides of the river and updating the lighting. Mr. Washington asked where that funding was and can we not get this done during construction. One thing he would hate is that they come out of construction phase and then start putting more barricades up for lighting when they already have a project, and the funding is there. What can they do to get that lighting project going.

Mr. Rogers said there's two things regarding that. First, some of the Bossier side is included in that existing project, the lighting. They have spoken with the planning division and Michael Armitage in Baton Rouge with the lighting, trying to move that project forward. Mr. Rogers said they could get a couple of different alternatives. The scary part was the initial way they were proposing to do it would have been five million a mile. They've been trying to look for other alternatives to get that cost down. At the last meeting, when they approved how they use the Carbon-Reduction funds, those funds could be used toward that project. The state will also have a similar thing coming out for use of Carbon-Reduction funds that those monies could be used for those types of projects.

Mr. Washington said he's grateful for the update, but asked if they could get an update at the next meeting so they could possibly get this done during the construction.

Mr. Washington's second question was if there was anything they could do from this committee to work with the state to the portion of Bossier that's not being done and the portion coming into Shreveport for a clean-up right after the new construction is completed. Maybe a good power-washing and cleaning so it doesn't look like we have the brand new then goes to blah. Can they do anything with funding from the state or ask, request for help with that.

Mr. Rogers said that he knows that with this project there are some panel replacements, joint repairs and stripping and he would assume that they'd have to clean up before doing that.

Mrs. Buchanan said she wasn't sure about any funding, but they can always work together for a plan on cleaning the interstate.

3. Safe Street and Roads for All (SS4A) (ATG – Atlas – Stantec)

Mr. Rogers said they received three letters of intent. They were anticipating a lot more but only received three. Those respondents are Alliance Transportation Group (ATG), ATLAS Technical Consultants, and Stantec. The responses are due Friday, March 22, 2024. The staff will review them first then pass them on to the technical committee for review and recommendation. Since they only got three in, they will have all three unless they notice something at the review that kicks one or the other out. Mr. Rogers said they will have all three make presentations to them at the next meeting for selection of that. He's had conversations with all three groups and feels that all three groups are qualified.

4. Pictometry/Eagleview 2024 Flight

Mr. Rogers stated the final project update is from the pictometry/aerial flight work. As of February, he did get it updated yesterday and added more panels to it. They're going through the quality control services now. They have agreed to deliver five hard drives of all the data. Previously they only delivered one, then they copied it over and sent it to everyone. As soon as they get done, there's a program that some of you may have that you can use online, and it's called Connect Explorer. They're going to provide some training to use that, and they will have a thousand seats, but one hundred concurrent users, so pretty much everyone will be able to use it and look at it. The Connect Explorer also gives them the 360 view to look at and view buildings. They're moving good and forward with that.

Announcements

Mr. Clarke asked if there were any announcements at this time. Mr. Rogers said he had just one and was sorry that she wasn't able to be there today. Dr. Shelly Barrett, NLCOG's Safety Coalition Coordinator, has received an appointment to the Louisiana Highway Safety Commission. There will be a few slight little tweaks they'll have to make to her duties in terms of the safety coalition and a couple of the grants that they have, but he thinks it's a great honor and a great ability for her to receive that award.

Mr. Harrison wanted to ask Mr. Rogers about a previously mentioned comment regarding the new Secretary of DOTD coming up for a visit. Mr. Rogers said they have provided him with those dates of their next regularly scheduled meetings, and he has stated he would like to get here as soon as he can but has not given them what those dates are yet. Mr. Rogers said they will let everyone know when he's coming.

Mr. Hackney had a question about the zoning of the port and keeping it a rural area. He asked if the legal definition of the port area is the entire Caddo/Bossier Parish area. Mr. Rogers said that's correct. Mr. Hackney asked if they were differentiating between port and port area. Mr. Rogers said their main campus is located off LA1 area, not their jurisdictional boundaries. Mr. Hackney said that it just seems that when they're wanting to do road projects beyond an immediate boundary, they vote for a port area. When it's convenient for a loan application they vote port. Mr. Rogers stated they own property all across both parishes. Mr. Hackney feels that it should be consistent. Mr. Rogers said it's their main campus area that they are concerned with.

Mr. Rogers stated the next regularly scheduled MPO meeting is on Friday, April 12, 2024.

Adjourn

With no remaining agenda items, Mr. Clarke entertained a motion to adjourn. Mayor Chandler motioned, and Mayor Arceneaux seconded, and the meeting was adjourned.

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive, flowing style with a long horizontal line extending from the end of the name.

J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: March 15, 2024

Name: Dave Hackney

Address: 9660 Railsback Ridge S'port

E-mail: davehackney@gmail.com

Phone: (318) 210-1475

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

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I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on: ☐ Agenda item ☒ Non-agenda item

Briefly describe your comment(s):

See attached

March 15, 2024

My name is Dave Hackney and I reside at 9660 Railsback Ridge, Shreveport, LA. I am a resident of Esplanade subdivision. I have appeared before the NLCOG BOD meeting a couple of time over the past two years, expressing my concerns on the Tim James, Inc, Red River Express Project. More specifically, the part of the project between LA 1 and the current terminus of Hwy 3132 at Flournoy Lucas Rd.

Esplanade homeowners, who are also Shreveport and Caddo residents, taxpayers and voters, would like to be included in the discussion and have an opportunity for meaningful input on this major infrastructure project that will cut through our neighborhood. We want to support this project, but we simply have not received much information from our elected or appointed officials.

For the average private citizen, like me, it has been exceedingly difficult and quite time consuming to get any information on this project. The lack of communication and transparency is disappointing. On an individual basis, I have spoken with a number of you on several issues and for that I am thankful. Many of you were extremely helpful. So as not to be viewed as someone that comes to these meetings to only complain, I earlier this week sent some alternative ideas on this project. I hope that can serve as a basis for further discussion.

Both Shreveport and Caddo have declining population and tax base. Any major infrastructure project will need to factor in and explain to the taxpayers the implications of such projects. Quite frankly, the City, Parish and State struggle to maintain current infrastructure.

The three main issues for the residents of Esplanade are:

- The CEA between Caddo Parish and TJI
- LADOTD Project H.010206 LA 3132 at LA 523 Extend Control of Access.
- The extension of LA 3132 from LA 523 (Flournoy Lucas) to LA 1 and the new bridge.

The CEA with Caddo Parish and TJI is flawed with unsupported concepts and rationalizations. Concepts like "Improve quality of life" and "no cost to the Parish." Running a major highway through my neighborhood will not improve the quality of life for Esplanade residents. TJI representatives have repeatedly proclaimed the roadway will be built on private land, with private funds. This is simply not true, given the fact the roadway will connect, go through or go over City, State and Levee District land. Regarding private funding, TJI and the Port entered into a CEA (Resolution No.19 of 2023), where the Port will apply for a USDA loan to fund parts of the roadway. The USDA loan program is to assist poor, rural communities.

At the February 7, 2024 LADOTD roadshow meeting in Bossier City, Mayor Arceneaux spoke in opposition to LADOTD Project H.010206. On February 9, 2024, I emailed Mayor Arceneaux, voicing my surprise and disappointment with his comments. Mayor Arceneaux phoned me on February 16, 2024 and we had a wide-ranging discussion for about 20 minutes. Mayor Arceneaux stated concerns for "The Glen" senior citizen facility and thought a better alternative to LADOTD Project H.010206 should be found. That might be possible, but no Esplanade homeowners have been privy to what possible alternatives look like. There are also some legal issues, regarding the MPC PUD requirements for Forbing Ridge Road to connect to Flournoy Lucas Road.

As I stated in my February 9 email to Mayor Arceneaux, I think he and his office does a wonderful job communicating to the citizens of Shreveport. Just recently, the mayor went to great lengths socializing the issues surrounding the water and sewer rate increase. This was an excellent example of leadership tackling a difficult issue.

Similarly, the mayor went to great lengths in October of 2023 to explain his veto of a Shreveport City Council approval of Ordinance 110 of 2023. This ordinance was a change to the noise ordinance. Mayor Arceneaux wrote a very detailed and respectful three-page letter, explaining his thought process for the veto. The mayor wrote, "The right to be in a particular place, like one's home, without bombardment of unwanted amplified sound or other noise, is a significant right." Later in the letter, "Pursuant to existing Section 58-30(15), a person violates the ordinance if noise from the person's establishment is "plainly audible" at a residential property line, without respect to a particular decibel level, between 10 pm and 8am." Currently, on Flournoy Lucas Road, there are signs posted that state it is unlawful for vehicles to use a muffler brake (Jake Brake). There is little to no enforcement of this, as I regularly hear trucks using their muffler brake.

I submit to you that the TJI establishment of the Red River Express roadway will violate the City of Shreveport's noise ordinance, unless extraordinary measures for noise abatement and mitigation, reduced speed limits and enforcement are put in place. My hope is that the Shreveport citizens, residing in Esplanade and Twelve Oaks subdivisions, will be accorded protection as detailed in Mayor Arceneaux's letter.

On February 2, 2024 phone conversation I had with Tim James. We talked for over an hour and it was a very pleasant and informative discussion on many facets of this project. When I asked Mr. James about a certain routing alternative on the Bossier side, he stated that the large land owner didn't want the road running near his house.

Lastly, my concern with the actual proposed roadway between the current terminus of LA 3132 at LA 523 (Flournoy Lucas Road), crossing LA 1 and connecting to the proposed toll bridge, somewhere north of the Port. When Hwy 3132 was extended from Bert Kouns to Flournoy Lucas, Ellerbe Road and Flournoy Lucas roads and intersections were expanded, all with taxpayer dollars. A 2012 traffic study, conducted as part of the Hwy 3132 extension south of Flournoy Lucas, indicates all these roads and intersections provide excellent service through the end of study period, which I believe was 2032.

The December 28, 2023 letter from LADOTD to TJI and Willis Knighton, which is a follow-up to a discussion held on December 7, 2023, raises more questions than it answers.

LADOTD is clear in the letter, that the overpass at Flournoy Lucas must be built (Item 1).

LADOTD, in Item 2, talks about “preserve the eligibility to use federal funds to complete the four-laning.....” I thought this was a privately funded project. Please explain.

LADOTD, Item 3, talks about Esplanade permanent access to LA 523 (Flournoy Lucas) will only be granted through an access road currently under design by DOTD. Can the residents of Esplanade be included in this process?

LADOTD, in Item 4, states, “a potential (back-door) connection to Twelve Oaks and to serve the properties to the south with a potential connection to the Esplanade development”. Why are these parties discussing these type of issues, without any public notice or hearings with the residents?

LADOTD, in Item 5, states, “....any extension of LA 3132 from LA 523 must at least connect to LA 1. To me, this seems somewhat vague when compared to Item 1’s detailed requirements for the interchange at LA 523.

My current opinion of the road portion of this project, between Flournoy Lucas and LA 1, is a land development project that benefits a few at the expense of many.

I am requesting that Caddo Administrator, Ms. Erica Bryant, and Shreveport Mayor, Mr. Tom Arceneaux organize an open forum for the residents of Esplanade.

Thank you.

PUBLIC COMMENT CARD

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Please print:

Date: 3.15.24

Name: Patrick Harrison

Address: _____

E-mail: _____

Phone: (310) 219-9008

I am representing: ☐ myself ☒ business ☒ organization

Name of business / organization: _____

Comment on: ☒ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

I 49-TCC

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THANK YOU FOR YOUR COMMENTS



Metropolitan Planning Organization Transportation Policy Committee

April 12, 2024 - 9:00 am
625 Texas Street, Shreveport, LA 71101

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

ITEMS FOR CONSIDERATION

1. **Approval of Minutes**
[Approval of Minutes from March 15, 2024](#)
2. **Transportation Improvement Program (TIP)**
[Introduction of TIP Amendments for Public Comment](#)
3. **Unified Planning Work Program (UPWP)**
[Introduction of Fiscal Year 2025 UPWP Tasks](#)
4. **Metropolitan Transportation Plan (MTP)**
[Safe Streets and Roads For All \(SS4A\) RFP](#)

Presentations:

[Team ATG](#)

Lead Alliance Transportation Group Subs: Volkert, Bonton Associates, Halff

[Team ATLAS](#)

Lead Atlas Technical Consultant Subs: Gresham Smith, Franklin Associates

ANNOUNCEMENTS

5. **Next Regular Schedule MPO Meeting Friday May 24, 2024**

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, April 12, 2024 (9:00 AM) NLCOG

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Alan Clarke – MPC City of Shreveport
Mr. Butch Ford – Bossier Parish
Mayor Tom Arceneaux – City of Shreveport
Mr. Bruce Blanton – Webster Parish
Ms. Erica Bryant – Caddo Parish
Mr. Eric England – Port of Caddo-Bossier
Mr. Michael Norton – DeSoto Parish
Mr. David North – LaDOTD District 04

Members Absent

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tommy Chandler – City of Bossier City
Mr. Dinero' Washington – SporTran

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams – NLCOG
Ms. Heidi Stewart – NLCOG
Mr. Adam Driskill - NLCOG
Ms. Rita Arnold – NLCOG
Mr. Josh Chevallier – NLCOG Legal Council

Call to Order

Mr. Clarke called the meeting to order. He stated that we generally have an invocation, roll call and a pledge at the beginning of the meeting. Mr. Clarke said that he was going to ask Mrs. Bryant to lead us in prayer and Mr. Norton to lead us in the pledge. He asked if those that cared to join them to please stand. Mrs. Bryant began the invocation followed by Mr. Norton leading us in the Pledge of Allegiance. Mr. Clarke asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present.

Public Comments

Mr. Clarke stated they didn't have any public comments.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the March 15, 2024, meeting. Mr. Ford motioned, and Mr. Norton seconded to approve the minutes as provided. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) – Introduction of TIP Amendments for Public Comment

Mr. Rogers stated the only TIP item for today is the Introduction for Public Comment for the removal of Audrey Lane project through the City of Shreveport. The City of Shreveport is completing that project with local funds.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion for the Approval of Amendment for Introduction for Public Comment for the MPO Surface Transportation Programming Update. Mr. England motioned, and Mr. Blanton seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Unified Planning Work Program (UPWP) – Fiscal Year 2025 UPWP Tasks

Mr. Rogers stated the next thing on the agenda was the Unified Planning Work Program, proposed task items for Fiscal Year 2025. These task items mirror pretty consistently over the last couple of years. Mr. Rogers read through the outline on the slide for each task and said they would be providing them with full detail of each task for them to review. The drafts have been submitted to DOTD and FHWA for them to look at first to make sure everything is in line with what they are requiring.

4. Metropolitan Transportation Plan (MTP) –Safe Streets and Roads for All (SS4A) RFP Presentations

Mr. Rogers said that they were going to have two presentations and they are for the SS4A grant that they received. They received three proposals. One, upon staff review, was eliminated. That was Stantec. Their timeframe, budget and other issues just didn't work or was lacking. There were various other issues they knew they wouldn't score well. They had conversations with them and in lieu of wasting their time of them coming in to do a presentation, they were removed from the process. The final two are ATG-Alliance Transportation Group and Atlas Technical Consultants. Mr. Rogers said he was going to have Alliance make their presentation first and they were told they have twenty minutes including questions and answers. In the packet he gave them, the last couple of pages, has the RFP that they received. He's highlighted a couple of notes that include things that are required from the NOFO and that they ask for a draft in the December timeframe. The last couple of pages show the scores from the technical group and staff which are averaged out in front of each other. Also, it has the proposed budgets they could tell from their proposals, however, there is a line that they can negotiate still within there. The final page are the items from the NOFO, as they're making their presentations, that's what he

would like for them to make sure they're highlighting. Mr. Rogers stated that following the two presentations, per their discussion, if they wish to make a selection at that time, they're welcome to do so.

Team ATG

Lead: Alliance Transportation Group

Subs: Volkert, Bonton Associates, Half

Presentation led by Project Manager, Ms. Ellen Soll. Please see attached link to view presentation slides.

Team ATG Question and Answer Session

Mr. England asked what will be the deliverables in the eight months and how will they report back to the MPO?

Ms. Soll responded that that's a great question. She said that all of the tasks have these little technical memos along the way, but ultimately, it's a final report. It will be a graphically rich and user-friendly document. Ms. Soll said if they wanted to see an example, the Natchitoches one is still up on the website, and it's meant to be used by the public. It's full of pictures and infographics, but they will keep them posted with all the technical memoranda.

Mrs. Bryant asked them to remind her again if they were looking to complete it by December 2024 and when was the start.

Ms. Soll said the start would be May.

Mr. Rogers said the intent and what they have asked for is a draft in the December timeframe so that way they could start keying up projects to go after those implementations in the next round.

Mr. Chevallier asked if the round of implementation dollars that Natchitoches is going after now in the first round of that money.

Ms. Soll stated that it is not the first round of that money, but they are the first in Louisiana to go after it. You didn't have to do a SS4A plan, but you had to have a plan with all those things. Vision Zero is another name for this and there are other places that have Vision Zero plan before this. Hoboken, New Jersey is an example of a place that kind of started this a few years back and they've gone seven years without a severe injury or fatal crash. They were ahead of the game, so they were eligible for that implementation that first round. Most entities didn't have that. No one in Louisiana had a Vision Zero Plan or a Safety Action Plan that qualified, so Natchitoches will be the first in Louisiana to go for these dollars. Ms. Soll said that it's a five-billion-dollar program over five years and only one point seven billion has been set so far.

Team ATLAS

Lead: Atlas Technical Consultant

Subs: Gresham Smith, Franklin Associates

Presentation led by Project Manager, Mr. Adam Davis. Please see attached link to view presentation slides.

Team Atlas Question and Answer Session

Mr. Clarke stated that he had a question about them mentioning public engagement and those that are an underrepresented community. He has seen that process in trying to make it work through government information for plans. Mr. Clarke asked what is different about their approach to public engagement than any other approach?

Mr. Davis said that from his experience, he feels that they meet them where they're at. He thinks that engaging with those leaders in those communities that are difficult to reach is important. He knows for the I-49 project they met with the pastoral group.

Mr. Savoie stated that they were right and that it's about selecting the right venues that are convenient and accessible. Considering showing up at pop-up events, pre-scheduled, pre-existing community events to meet people where they are. They did that at a festival in downtown Baton Rouge and had literally thousands of people walk past their tent. Even if they don't stop, they see the branding and they notice there's something different here. That, along with identifying the right community, stakeholders themselves can help spread the word and share information about the project and emphasize the significance of it to not only the community as a whole but also to their family and those in their individual lives. It's very important to get their involvement.

Mr. Norton asked if he was correct in them stating that their plan was going to take ten months to develop and if so, was there any way for them to shave some time off of that? He was curious about the timeframe in having to submit an action plan for consideration for funding.

Mr. Rogers stated that what they asked for in RFP was that they have a draft available in the December timeframe.

Mr. Davis said that they were going to have the draft plan delivered in December.

Mr. Moore wanted to add that between Atlas and Gresham Smith, they have a number of employees that do this type of work in other places. If they need to beef up their team and bring in experts, they can certainly do that to meet any time crunch that they may have.

Mr. Davis said to expand on that, understanding what people are doing in other areas and bringing that experience and knowledge to the table is very important. He thinks that not operating in a vacuum is a great thing and to be able to have major metropolitan areas and small communities experience is a huge plus.

NLCOG Policy Committee Discussion (Consulting Teams Not Present)

Mr. Ford wanted to say that they've made many applications for this money and been unsuccessful. He said that it's a process and having this study is going to help them when they make applications. They are going to identify regional things that they need to do. It's very irritating when they have all this money, and you can't make an application to get it. This is going to be an interesting process. Maybe this will help them in the future get awarded some of the funds.

Mr. Rogers stated that in the last packet he had given them, they should see the scores from the technical group and the average across those. Budgets that they outlined in there. There's quite a bit of difference in there for the budget numbers. Again, if there's something that needs to be beefed up or whatnot within the schedule of their timeframe, there's a lead way to do that.

Mr. Ford stated that he thinks both groups are well qualified, and he's worked with them both. It's nice to know that they have consultants like that who are interested in coming up there and helping. The technical group came up with one-twenty-nine. Mr. Ford asked Mr. Rogers if that was correct.

Mr. Rogers said Atlas was one twenty-nine and ATG was one twenty-six.

Mrs. Bryant noticed that there was one point difference here and there and asked Mr. Rogers to give her an idea of why.

Mr. Rogers said that when he personally went through them, it was a fresh set of eyes. Alliance has been working on several projects for them, ATG, they are doing the bike ped stuff which in essence could fold right in. However, he also feels that leads for some potential double dip or things that could be like components, but how do you know if they're charging them against the right process, the right plan or the right work. Atlas, a fresh set of eyes, and the one thing that has caught his eye and was in their proposal, Gresham Smith did talk about how many at the end of the day when it comes to taking that next step and going after that project, it's just their sheer return on projects getting rewarded. That's a high percentage. Mr. Rogers said again, either one will be great. He doesn't feel that staff would have a problem with either group. They're both qualified.

Mr. Petro stated that from the staff's perspective, the experience and knowledge that both teams bring, it's hard to discern between the two. You're just basically knit picking. From that standpoint they're almost even. Mr. Petro said from what Mr. Rogers just said it's important how when it comes to the implementation funding the Atlas team was able to deliver on a higher percentage from what he could glean from their presentation and what Mr. Savoie was saying.

Mrs. Bryant said she can appreciate them delivering a fresh set of eyes, but she thinks having the experience and knowledge of work should be a bonus, not something less.

Mr. Petro wanted to add about the public engagement. Atlas, which they have Franklin on board, they have done an admirable job. They are the ones on the I-49 Inner City for all these years. They've been steadfast and professional at handling a contentious project to say the least.

Mr. England asked if this was a professional service, he knew Mr. Chevallier had left, but wanted to know if there was room for negotiation on the fees.

Mr. Rogers said yes. There's room for negotiation with both.

Mr. Clarke said he's heard the pluses for Atlas, and they've said they're equally qualified, are there any pluses they need to be aware of for ATG?

Mr. Rogers said they're working on the Active Transportation Plan now which folds right into some of this. Some of that analysis will be some of the same analysis.

Mr. Ford stated that one of the other pluses is that they have local representation with a couple of companies like Volkert and Halff that have offices here too. They have a local connection which is a plus.

Mr. England motioned for ATG.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion for the Selection of ATG for Safe Streets and Roads For All (SS4A) RFP for the Metropolitan Transportation Plan (MTP). Mr. England motioned, and Mrs. Bryant seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

Mr. England wanted to say that he thinks the staff did a great job in receiving the proposals and he found the presentations very informative. He said he's looking forward to the results of this.

Announcements

Mr. Rogers stated the next regularly scheduled MPO meeting is on Friday, May 24, 2024.

Mr. Rogers stated that two things that were asked of prior to or within the last meeting, they have reached out with DOTD through their lighting section and Mr. Washington and Mayor Arceneaux had asked about the lighting on I-20 on the Caddo side of the river. Mr. Petro sent out a memo to some of them the other day and he thinks they've come up with a plan and a process to get that work done another way. Quite a bit cheaper than what was originally anticipated. He will bring more information about that at the next meeting.

Mr. Rogers said that he was asked by Mr. England after the last meeting to help put together a community meeting for the Tim James project. After some conversations with William Bradford and their group, he knows they're re-working some of that project, they have stated they'd prefer to meet with some of the neighborhood groups first, and if what they're working on now doesn't satisfy them then they'll approach that effort again at that point.

Mr. Clarke asked if they were to assume that the 3132 extension is off the books.

Mr. Rogers said no. The 3132 project is still in the books. They still have a FONSI for that project. They have a little bit of funding programmed to do some initial mapping or whatnot.

Mr. Ford asked how quickly their ROD is moving and Mr. Rogers said he hadn't seen their new alignment, so he didn't know. Mr. Ford said he thinks it's moving forward quickly. He's talked to Tim James once a month and he thinks he's still on board. He asked Mr. England if he had heard anything different about the toll bridge.

Mr. England said there's nothing they've seen that's stopping the project. The bridge is what's the driving force.

Mr. Ford said he wasn't sure if he had his permit to cross the river yet from the Corp, but that's what they were waiting on. The hydraulic analysis or something like that. Mr. Ford stated that they may need to have him come to one of the BOD meetings and give them an update on where he is.

Mr. England stated that update from their standpoint, at one point the Bossier-Caddo Port Commission was going to be the borrower under that USDA Program and of course it wouldn't be a true liability for the Port Commission, they would just be facilitator of the loan of all the liability with the Tim James group. They are now pursuing other financing. They're not going to pursue the USDA Loan Program that they offered. There was a USDA Direct Loan and there was a loan guaranty that they were pursuing. To do the USDA Loan they needed a governing entity, like all of them, and chose the Port, but they're no longer it. They're just not pursuing it. Mr. England stated that he

shared that information with his board on Monday of this week based on recent interactions with the Tim James group.

Adjourn

With no remaining agenda items, Mr. Clarke entertained a motion to adjourn. Mr. Norton motioned, and Mr. England seconded, and the meeting was adjourned.

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive style with a horizontal line extending from the end of the name.

J. Kent Rogers, Secretary



Metropolitan Planning Organization Transportation Policy Committee

June 7, 2024 - 9:00 am
625 Texas Street, Shreveport, LA 71101

(reschedule of March 24, 2024)

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

ITEMS FOR CONSIDERATION

- 1. Approval of Minutes**
[Approval of Minutes from April 12, 2024](#)
- 2. Transportation Improvement Program (TIP)**
[TIP Amendments and Modifications](#)
- 3. Unified Planning Work Program (UPWP)**
[Draft Fiscal Year 2025 UPWP](#)

ANNOUNCEMENTS

- 4. Next Regular Schedule MPO Meeting Friday June 28, 2024.** (Please note that LaDOTD Sect. Donahue, along with Providence Eng, and Stantec are scheduled to attend this meeting for update on I-49 ICC.)

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, June 7, 2024 (9:00 AM) NLCOG
NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Alan Clarke – MPC City of Shreveport
Mr. Butch Ford – Bossier Parish
Mayor Tom Arceneaux – City of Shreveport
Mr. Bruce Blanton – Webster Parish
Mr. Eric England – Port of Caddo-Bossier
Mr. Michael Norton – DeSoto Parish
Mr. David North – LaDOTD District 04
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tommy Chandler – City of Bossier City

Members Absent

Mr. Dinero' Washington – SporTran
Ms. Erica Bryant – Caddo Parish

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams – NLCOG
Mr. Adam Driskill - NLCOG
Ms. Rita Arnold – NLCOG
Mr. Josh Chevallier – NLCOG Legal Council

Call to Order

Mr. Clarke called the meeting to order. He stated that we generally have an invocation, roll call and a pledge at the beginning of the meeting. Mr. Clarke said that he was going to ask Mr. Johnson to lead us in prayer and Mr. Ford to lead us in the pledge. He asked if those that cared to join them to please stand. Mr. Johnson began the invocation followed by Mr. Ford leading us in the Pledge of Allegiance. Mr. Clarke asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present.

Public Comments

Mr. Clarke stated they had two public comments. He stated that the comments are to be held for three minutes.

Mr. Sims was the first to comment. Mr. Sims stated that he was coming there today to say that no consideration was given to pedestrian accommodation. And also, that the proposed bicycle improvements aren't really improvements. Those still aren't finalized yet.

Mr. Rogers stated that he was going to get Mr. Sims some contact information. We are in the process of doing an Active Transportation Plan now and they're looking for public input and public comments on the proposed plan. Mr. Rogers said that he would get him in contact with the group that's most helpful.

Mr. Hackney was next to comment. Mr. Hackney stated he had just a few comments on the minutes that were going to be approved at today's meeting. He said that at the April meeting in the announcement section, he noticed that there were a lot of comments from Mr. Rogers, Mr. Clarke, and Mr. England talking about the Tim James project. Mr. Hackney said he wasn't sure who made the contact or comment with William Bradford, the attorney for Tim James, about contacting the neighborhood and having some community engagement. He stated that these minutes are two months old and to his knowledge there has been no community contact since that time. Under some advice of talking with different people there around that table, he's going to contact his City Councilman. He's not sure about the split between Shreveport and Caddo and who's doing what. Mr. Hackney said that a lot of people there are involved in it. He spoke with Mr. North about control of access, and he had no new information to share. He's spoken with Mr. Clarke about some of the MPC/PUD requirements that have to be integrated with the control of access and things like that. He stated there's a lot of complexity and thinks that a community meeting of some sort between the developer and the various entities would be useful and prevent future delays, litigation, hard feelings, etc.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the April 12, 2024, meeting. Mayor Chandler motioned, and Mr. Norton seconded to approve the minutes as provided. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) – TIP Amendments and Modifications

Mr. Rogers stated they had only one item under the TIP program, and it was for the final adoption and the amendment to remove the Audrey Lane project. The City of Shreveport has elected to do that project with their own funding. Mr. Rogers stated they had to go through the formal process to remove that project and it was submitted for public comment and they didn't receive any. He said they feel there's no reason not to remove it and to move forward.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion for the Approval of the MPO Surface Transportation Programing Update – Amendment(s) for Adoption for the Removal of the Audrey Lane Project per the City of Shreveport. Mr. Ford motioned, and Mayor Chandler seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Unified Planning Work Program (UPWP) – Draft Fiscal Year 2025 UPWP

Mr. Rogers stated at the last meeting they had a brief overview of the task items required for Fiscal Year 2025 Work Program. With the agenda that was sent out, they had a link for the full document. Mr. Rogers said that what he had in packets today was a synopsis of some of the tasks for them. The purpose of the work program is to outline the projects and programs the MPO will be working on for the next fiscal year. Mr. Rogers went over some of the tasks following his slides. One thing he wanted to point out from Task B-1 was that during the November-December timeframe, they will have an amendment to this task item. They will need to be scoping out an update for their current long-range transportation plan because it's done every five years. Mr. Rogers said it will be roughly during that time that they will need to be scoping out to get that work underway which will be end of this calendar year, early of the next calendar year. Mr. Rogers continued to review the remaining tasks for the UPWP – Draft Fiscal Year 2025.

Mr. Rogers asks to let the record show that Mayor Arceneaux is present.

Mr. Rogers stated that Task C is the GIS Data Development and Maintenance that is housed by NLCOG and administered by its staff. This is the task they use to work with the aerial photography that they collect from everyone every couple of years and then integrating that into existence and sharing that with the different data sets and coordination of the different data sets among the different agencies.

Mrs. Askew-Brown asked Mr. Rogers when it was anticipated for that to be completed?

Mr. Rogers stated that he thinks they have a draft out and he thinks that Mr. Reeves has sent some things out to various people on how to access the draft things. The final should be out any day now. Mr. Rogers said the last estimate they gave him had shown they anticipated the final to be out the middle of this month. He said that again that covers the four parish Metropolitan Planning Area that include the ortho imagery, the obliques, and the 360° walk around. That imagery was captured at a two-inch resolution. Mr. Rogers stated that he would make a point of having Mr. Reeves at one of the next meetings to do a presentation of the imagery work and also the 360 imageries to show them how it all works.

Mr. Rogers reviewed the remaining tasks for the UPWP – Draft Fiscal Year 2025.

Mr. Rogers stated that he had the preliminary budget, the associated work budget plan that goes with the UPWP outline for the Fiscal Year 2025. The overall income and the general expenses. One thing Federal Highways and DOTD expect them to put in the UPWP is proposed meeting dates for the next year. Mr. Rogers stated that if they recalled, previously up until a little after Covid, they were meeting every third Friday of the month. Then the timeframe got changed because of Covid and they started meeting every six weeks timeframe. They would like to go back to every third Friday of the month. There was one exception, and he believes it was the month Easter was in. He just shifted it slightly. Mr. Rogers said that again, this is an introduction for public comment and will be up for adoption at the next meeting.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion for the Introduction of the Fiscal Year 2025 Unified Planning Work Program for Public Comment. Mr. England motioned, and Mrs. Askew-Brown seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

Announcements

Mr. Rogers stated that he wanted to let them all know that the new LaDOTD Secretary, Donahue, along with Providence Engineering, and Stantec are scheduled to be at the next meeting to provide an overall, very detailed update on the I-49 Inner City Connector.

Mr. Clarke stated the next regularly scheduled MPO meeting is on Friday, June 28, 2024.

Adjourn

With no remaining agenda items, Mr. Clarke entertained a motion to adjourn. Mayor Arceneaux motioned, and Mayor Chandler seconded, and the meeting was adjourned.

A handwritten signature in black ink, reading "J. Kent Rogers". The signature is written in a cursive, flowing style. The first name "J." is followed by "Kent" and "Rogers". The signature is positioned above a horizontal line.

J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: June 7th, 2024

Name: Giovante Sims

Address: ~~1111~~

E-mail: sims.giovante@gmail.com

Phone: () _____

I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

Currently, no consideration is given to
pedestrian accessibility and improvements;
and the proposed bicycle accommodations
do not improve bicyclist safety.

PUBLIC COMMENT CARD

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner.

The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: June 7, 2024

Name: Dave Hackney

Address: 9660 Railsback Ridge 71106

E-mail: davehackney@gmail.com

Phone: (318) 210-1475

I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: Esplanade homeowner

Comment on Agenda Items Only

Briefly describe your comment(s):

Tim James Inc status
and community engagement



Metropolitan Planning Organization Transportation Policy Committee

June 28, 2024 - 9:00 am
Caddo Bossier Port Regional Commerce Center
Steering Room
6000 Doug Attaway Blvd.
Shreveport, LA 71115

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

ITEMS FOR CONSIDERATION

1. Approval of Minutes

[Approval of Minutes from June 07, 2024](#)

2. Transportation Improvement Program (TIP)

[TIP Amendments and Modifications](#)

3. Unified Planning Work Program (UPWP)

[Adoption of Fiscal Year 2025 UPWP](#)

4. Confirmation of Officers for Fiscal Year 2025

MPO Chair: Butch Ford - Bossier Parish Vice Chair: Erica Bryant - Caddo Parish

5. Confirmation of Proposed Meeting Schedule for Fiscal Year 2025

[Fiscal Year 2025 Meeting Schedule](#)

Project Update

6. I-49 Inner City Connector Project Update and Schedule

LA DOTD, Providence Eng, Stantec, Franklin

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday July 19, 2024.

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, June 28, 2024 (9:00 AM)

Caddo Bossier Port Regional Commerce Center

6000 Doug Attaway Blvd.

Shreveport, LA 71115

Members Present

Mr. Alan Clarke – MPC City of Shreveport (arrived at 9:21 a.m.)

Mr. Butch Ford – Bossier Parish

Mayor Tom Arceneaux – City of Shreveport (arrived at 9:22 a.m.)

Mr. Bruce Blanton – Webster Parish

Mr. Eric England – Port of Caddo-Bossier

Ms. Erica Bryant – Caddo Parish

Mr. David North – LaDOTD District 04

Mrs. Carlotta Askew-Brown – MPC City of Bossier City

Mayor Tommy Chandler – City of Bossier City

Members Absent

Mr. Dinero' Washington – SporTran

Mr. Michael Norton – DeSoto Parish

Others Present

Mr. Kent Rogers – NLCOG

Mr. Chris Petro – NLCOG

Ms. Savannah Williams – NLCOG

Ms. Heidi Stewart - NLCOG

Mr. Adam Driskill - NLCOG

Ms. Rita Arnold – NLCOG

Mr. Josh Chevallier – NLCOG Legal Council

Call to Order

Mr. Ford called the meeting to order. He stated that we generally have an invocation, roll call and a pledge at the beginning of the meeting. Mr. Ford said that he was going to ask Mr. Johnson to lead us in prayer and Mr. Blanton to lead us in the pledge. He asked if those that cared to join them to please stand. Mr. Johnson began the invocation followed by Mr. Blanton leading us in the Pledge of Allegiance. Mr. Ford asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present.

Public Comments

Mr. Ford asked Mr. Rogers if they had received any public comments. Mr. Chevallier said that they received four public comment cards at that time and if anyone wished to make a comment, to please fill out the card and bring it to him. He stated that they would like to hold the public comments that are related to I-49 and wait till after the presentation that's on the agenda. Mr. Chevallier believed that they were all related to I-49, so they were going to hold them all till then. He asked if he had misinterpreted anyone's card to please let him know.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the June 7, 2024, meeting. Mayor Chandler motioned, and Mr. England seconded to approve the minutes as provided. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) – TIP Amendments and Modifications

Mr. Rogers stated they had only one item under the TIP program, and it was an amendment for introduction for public comment. Primarily relating to SporTran's 5307, to bring in line their FY2024 appropriations. Mr. Rogers said that it's basically to bring in line for their allocation work. Because it was over a certain percentage, they have to do it as a full-blown amendment to bring it in line for the final allocation fund.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion for the Transportation Improvement Program (TIP) - Approval of the Amendment for Introduction for Public Comment. Mr. Blanton motioned, and Mrs. Askew-Brown seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Unified Planning Work Program (UPWP) – Adoption of the Fiscal Year 2025 UPWP

Mr. Rogers stated at the last meeting they introduced the elements to them in the full document. They only received comments for two different sections. The DOTD Transit Section and the DOTD Planning Section, FHWA, and FTA. In the transit section, there was only a slight change, and it was an adjustment in FTA 5303 funds of two thousand five hundred fifty-seven dollars from one hundred eighty-two thousand eight hundred fifty-six to one hundred eighty thousand two hundred ninety-nine due to population error in distribution formula.

The other comments were for the DOTD Planning Section from FHWA and FTA. In the pdf that they received, the MAP wasn't visible due to the draft watermark, which has been removed. They asked that all the consulting parties for contractual work be listed, and they are now listed.

Mr. Rogers stated that they had two sets of questions on the performance measures. They have included the Table of Performance Measures and the adoption dates. The other was a question on the Safety Performance Measures noted in two locations and at different numbers. They reflect both Performance Measures for the

Safety Coalition area, which is the seven-parish area, and also the MPO Planning area, which is the four-parish area.

The others were from Complete Streets funding. Some of them are one hundred percent funding and others are eighty-twenty. Clarification was made and notes added to Complete Street Tasks. The rest were various typos and dates were verified. Mr. Rogers said that other than that there were no other comments that they had received.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion for the Adoption of the Fiscal Year 2025 Unified Planning Work Program. Mr. England motioned, and Mrs. Bryant seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

4. Confirmation of Officers for the Fiscal Year 2025

Mr. Rogers stated that the next item on the agenda was the confirmation of officers for fiscal year 2025. The traditional method is the vice-chair moves up to the chair position and then a vice-chair is nominated. Mr. Rogers said that he's been talking to Mr. Ford and Mrs. Bryant and Mr. Ford would move up to the chair position and Mrs. Bryant would serve as the vice-chair.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion for the Confirmation of Officers for the Fiscal Year 2025. Mayor Chandler motioned, and Mr. England seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

5. Confirmation of Proposed Meeting Schedule for Fiscal Year 2025

The next item on the agenda was the proposed meeting schedule for Fiscal Year 2025. Mr. Rogers stated it was for July 1, 2024, through June 30, 2025. If they recall, roughly the Covid type period, they had altered the schedule to hold a meeting roughly every six weeks. Mr. Rogers said that since most of that is over, they'd like to revert back to a meeting every third Friday for Fiscal Year 2025.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion for the Confirmation of Proposed Meeting Schedule for the Fiscal Year 2025. Mr. Blanton motioned, and Mayor Chandler seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

Project Update

1. I-49 Inner City Connector Project Update and Schedule - LA DOTD, Providence Eng., Stantec, Franklin

Mr. Rogers said that next they had a presentation from LA DOTD, Providence and some other agency team members on the I-49 Inner City Connector project. As they get started, he wanted to acknowledge State Senator, Thomas Pressly. Senator Pressly and himself had met with Secretary Donahue this past week and there were a few remarks that he'd like to make.

State Senator Pressly thanked Mr. Rogers and said thank you to the public for allowing him to be there today. Senator Pressly stated that as you know, this is a very important project for our community, and he wanted

them to know that the legislature also believes that this is a very important project. They continue to have the I-49 Inner City Connector as a MEGA Project in which dollars are being funded through various ways. Senator Pressly stated that they do have money that has been allocated towards this project and they've been able to maintain those dollars. They had a great meeting with the Secretary as well as with Mr. Rogers about this project and its priority within DOTD. Senator Pressly said that as you've seen, there's been a timeline put out by DOTD as well as Providence. They are going to do the best they can to hold them to that timeline. As you'll see, there are aspects of that process that are federal highways as a whole and also as well as the Department of Transportation. It's going to be important to hold their feet to the fire. Senator Pressly wanted them to know that they are working in collaboration and they're going to continue to hold them to the timeline that they've set out. Many of you have been there for meetings like this, as he has as well, where a timeline was set out. He joins them in the frustration that they're not further along in that process. Senator Pressly said he will say that this administration, and this board that's here today, is doing everything they can to make sure that they maintain the timeline that's been put in place. They will do everything to hold their elected officials, as well as the bureaucrats in Washington and Baton Rouge, feet to the fire to get this project underway. He is very optimistic that they will see a ROD within the next couple of years as they go through the process. He wants them to know that he considers his colleagues, both from the House and Senate side from this Region, understand the importance of this project and they're going to continue to fight and navigate it for them and for the people.

Mr. Rogers wanted to introduce the full project team that includes FHWA, DOTD, NLCOG, their consulting team that consists of Providence Engineering, Stantec, Franklin Associates, and Coastal Environmental. Today they have with them Mr. Kurt Brauner, Project Manager from DOTD, Ms. Kerry Oriol, Environmental Project Manager from Providence, Mr. Steve Wallace from Stantec, and Angie Noote from Franklin Associates.

Mr. Rogers stated that just for a general kick-off, the intent of this is to give an update on the public meeting that was held last fall, what has taken place since then, and what needs to take place as we move forward. He turned it over to Ms. Oriol to give her portion of the presentation then Mr. Brauner would be next.

Mr. Ford asked to let the record show that Mayor Arceneaux and Mr. Clarke are present.

Please see the attached link for the presentation.



MPO I-49 North
Presentation - June

Ms. Oriol was the first to speak. She reviewed the information that was presented at the October 17, 2023, meeting and then gave an update as to where they have progressed since then.

Mr. Brauner was next to speak. He wanted to go over where we go from here and the proposed project schedule.

Mr. Chevallier wanted to open the floor to questions from the MPO members before moving on to public comments.

Mr. Ford had a question for Mr. Brauner. "The schedule shows that they will have the consultant's recommendation for a preferred route to the MPO board by December of this year, correct? We will have a draft, and show what they recommend as the preferred route"?

Mr. Brauner said, "Correct".

Mr. Ford asked, "After that it just goes through the FHWA approvals and it's going to take another year to a year and a half, correct"?

Mr. Brauner said, "Essentially, yes".

Mr. Ford asked, "Will they be able to see that draft by December of this year"?

Mr. Brauner said, "That's the current plan".

Mr. Ford stated that they would like to know if there will be any further delays causing that to be pushed back any further. He said that's a task right there in six months to get them to a Draft EIS.

Mrs. Bryant stated that they had said that most of the comments for the preferred route were for Alternative 1 and Alternative 3A. She asked, "How was that broken down and was one Alternative more than the other or were they about the same"?

Ms. Oriol stated that, "In terms of the comments, what they basically did was catalog them into different areas".

Mrs. Bryant said she was just curious as to which one was favored more.

Mr. Rogers asked Ms. Oriol to correct him if he was wrong, but a lot of those had that this is my number one choice, this is my number two choice, and it went back and forth between the two.

Ms. Oriol said, "That's correct. There were comments that had just one alternative chosen and there were a lot of people that had marked and ranked them by preference as one, two, three, but the vast majority had 3A as a second choice and Alternative 1 as their first choice. Same for the 3A where 3A was their first choice and Alternative 1 was their second choice. So, in summary, they did the best they could which is why it's Alternative 1 and 3A.

Mr. Clarke said he thinks it's very crucial and very important that they make the general public aware of where they are and what they're doing to get to this next stage and process.

Mr. Rogers said that they have asked the team to be there on a quarterly basis to give a full update. For the next quarter it will be from where they are today to where they are then at that point. There are some context sensitive meetings that will take place.

Ms. Oriol stated that the context sensitive solutions type meeting will occur later, toward the end of the year probably. Those will continue through the EIS. They will also be posting on the public website. Ms. Oriol said there haven't been a lot of updates on there because there's not a lot they can share while things are being studied. Now that they've had this meeting, they can post the information along with the schedule. The information that needs updated, as they get the approval to share that they will.

Public Comments

Mr. Chevallier stated that, as he had mentioned, they will now take public comments regarding the I-49 agenda item today. He asked that as usual, to please keep their comments to around three minutes, if possible. He would be keeping time and if they go well over, he'll get them to wrap it up so they can move on to the next comment. Mr. Chevallier pointed out that there was a microphone that was active if they chose to use it, or they could just stand up from where they were seated.

Mr. Gosslee was the first to comment. Mr. Gosslee thanked Senator Pressly for being there today. He wanted to thank Mayor Chandler and Mayor Arceneaux, both good friends of his, and to congratulate them on their new positions. Mr. Gosslee thanked everyone on the committee for doing all the work that they do. He stated that as a fifty-year business owner in Shreveport/Bossier City, Louisiana, he's been with this project. His assistant, whose been with him for thirty-five years, thinks that he's been involved for just that. He said that's probably a stretch, but it's been at least twenty years since he's been involved. Mr. Gosslee said that he's very disappointed that it is taking this long for this community. All these people that are on this committee, that work for the state, that are sitting in the audience, most of them are in favor of this project. It has been kicked down the road for twenty plus years. That's the way most Shreveport/Bossier people feel. Mr. Gosslee said that he grew up in Shreveport and he went to the public schools. He's a proud graduate of Byrd High School, and proud to have gone to LSU in Baton Rouge and getting his bachelor's degree in business. Primarily, his background is in finance and economics. He's been a part of building the largest real estate company north of Baton Rouge, Lafayette, and New Orleans over the last fifty years. Mr. Gosslee said he's very involved in economic development and has been for obvious reasons because it has such an impact on the real estate business for all of them. He's been involved through the chamber and has been vice-president of the economic development division and volunteered, maybe in his twenties or early thirties. They've all worked on a lot of projects together and many of them they've accomplished, and this one they will too he thinks. Mr. Gosslee said it's just very frustrating and he's sorry the Secretary couldn't be there with them today because a lot of them expected to talk with him and hear from him. They would like to pass the word along to let's move the work along, try harder, and faster. The bureaucracy of this is very frustrating to those of them that are here and are strong supporters of Shreveport/Bossier. Mr. Gosslee closed his comments and thanked them for their attention.

Ms. Bernacki was second to comment. She wanted to thank everyone for allowing them to voice their opinion again from the Committee of 100. She is also a business owner and has been for thirty-three years in Shreveport, La. Mr. Bernacki says that she has also been on this project for at least seventeen years. The statement and the comments from DOTD are disappointing because they have a slide presentation that was given to this group stating that they would receive the ROD by the fourth quarter of 2024 and now they're anticipating 2026. She said to forgive her, but their comments aren't very convincing that will even happen. In the business world, they don't understand how it can take this long. They don't understand how they can't do two, three, or four things at a time. She knows that they have governors in this country that get things done in two years. Ms. Bernacki said that they're going to expedite the Scott Keys Bridge in Baltimore to where it's going to be done in two years. There are underlying factors that they need to know like why it continues to take this long to get this done. She's telling them that they hear them and have heard it for six years saying that they will get a ROD and it's always the fourth quarter of that year. It started in 2017. This is a presentation where they're not very convincing to them because they're saying potential, potential, potential. As a business community, they want to get involved and to help them figure out how to get this done. The minds in that room can get it done. She's asking right now that they put the Committee of 100 into the decision making of this project and they will get it done. That's what she's asking.

Mr. Harrison was third to comment. He didn't know where to begin. Mr. Harrison stated that this is not progress, it's falling behind. They've gone one hundred eighty degrees from what they were told by Dr. Kalivoda. He said that Dr. Kalivoda stood right there at that podium and gave a strong outline of the progress that was going to be made on the project to lead them to at least this point where they were to have an idea of a route. Everyone in this room heard it and knows it. Mr. Harrison said they were also supposed to have a ROD no later than the end of this year. He's been a part of just about every business organization in this town and knows that there's almost a hundred percent support from the Manufacturer Manager's Council, Shreveport Business Association, Chamber of Commerce, Community of 100, and it goes on and on and on. He just can't even hardly find, but maybe a handful of people that don't want to do this project. He has a business in North Shreveport off North Market and the traffic is getting so bad. He's got a fleet of trucks, just like Ms. Bernacki, and a lot of people that have hundreds of vehicles and service trucks that have to travel way out of their way. Mr. Harrison said that his repair costs for his fleet are astronomical because he has to go on 3132 to get to 49 South. He doesn't think they realize how much of an opportunity of work now that they're going to miss. The infrastructure bill, which was passed three years ago, is the biggest spending for 2025 and 2026. That means you've missed the boat. Mr. Harrison said that they don't understand how bad Shreveport and North Louisiana is going to miss out because of the funding situation. He asked Senator Pressly if he was right.

Senator Pressly replied, "yes".

Mr. Harrison said that this is the most disappointing thing to this group of people you could've ever done. This is not progress. This is falling behind. He's seen presentation after presentation after presentation from DOTD and Providence. Every single one of them is something like this with a different whole group of branders about what we have to do and the tasks we have to do to get to a ROD. All this is just kicking the ball down the road. He wants them to take the message back to Baton Rouge that North Louisiana isn't going to put up with this much longer. They are extremely frustrated. He lives in North Caddo Parish, and he can't get to this part of town. It took him forever to get there this morning. This is a major, major problem and this part of the state can't get anything out of South Louisiana. It's got to stop. Mr. Harrison said this whole community is for it. They've had a handful of people at all the meetings that didn't want it. Everyone keeps saying to build it, but y'all just keep moving the goal post back every single time. He said that this is probably the worst excuse for progress that he's ever seen in his life compared to what they were told by the Secretary of Transportation last year. He asked for them to please make some progress with this and prove on that if there's any way possible. Mr. Harrison said that Ms. Bernacki was correct in the fact that they want to help and be a part of it, but they're trying to stay out of this process and let them do their job. The problem is that they're not doing their job at all. He said that it's a complete failure and there's no reason why this project should take this long. He apologized for his frustration, but he said he's been dealing with this for twenty years.

Mr. Magner was fourth to comment. Mr. Magner stated he was with the Greater Shreveport Chamber. He hears their frustrations. This is a project that has been delayed and many of their perspectives have been denied for almost two generations. He stated that what they have noticed and what this room has noticed today is that a lack of attention leads to lack of activity. A number of his colleagues have amicably demonstrated that this is job number one for their business communities. They need to see this happen and they need to see progress. Mr. Magner said that this is the third, fourth, fifth, sixth, and seventh administration that has dragged this process out. They need the Department of Transportation and the Governor to apply their attention to this project like the other projects that are moving forward throughout the state. This is job number one for their community because it's not only incredibly impactful to the economic development of this part of the state, but they're the gateway to Louisiana from Arkansas and Texas. This road has a positive, tremendous impact on the entire state. Mr. Magner said they need the state to understand that, and they need the state to focus with the same level of interest and attention that projects South of I-10 are provided. They stand ready as the business community.

They stand ready to assist and support in whatever way they are called upon to do. They need attention from DOTD to ensure this project moves forward. He states that he guarantees that a year from now, if there's another presentation like this where the six is replaced by a seven or eight, that will not go well for whomever is unlucky enough to stand at that podium. They have seen this movie over and over and every time they get near the end another reel gets added. This needs to be completed as soon as possible.

Mr. Brauner (LADOTD) said that he hears all the comments, and he hears the frustration and rests assured that he's going to deliver all these comments, messages, and feelings back to the Secretary. He was invited, but unfortunately not able to attend this meeting. He does intend to come to another MPO meeting in the future, and possibly at the next I-49 update. Mr. Brauner said that he will discuss the schedule with him, and he will discuss everyone's feelings along with everyone's frustrations.

Mr. Brauner wanted to say that with the draft EIS, when they finalize that and get that together and presented, that's a major step. Once they get to that point then everything else is review times, and finalizing the draft, having the public hearing, and doing the legal sufficiency review by FHWA. They're finishing up 3A and once that's done, they'll be able to get to the draft EIS at the end of this year and that will be a big step forward.

Mrs. Bryant asked Mr. Brauner that when he's speaking to the Secretary and they're looking at this project schedule, they hope that when they come back after having those conversations, they'll be able to see a schedule that's not so far into 2026. She believes the comments are correct in that they had heard that they would have something by the end of this year. Now it's the end of 2026. She hopes that after looking at the schedule, if there's anything they can do they'll do it.

Ms. Arpino was the last public comment. Ms. Arpino stated that she had been working with I-49 since 1991. She came home from college, and I worked at a construction company that completed twenty-two million dollars' worth of water and sewage for Shreveport/Bossier from 1974 to 1981. She sold her shares then went back to college for seven years to get her Doctorate. She's very knowledgeable of Shreveport. She has been working with Shreveport and active in the community for fifty-seven years. Ms. Arpino said that she was fortunate enough that when she first joined the business network and started this in 1991, there was a physician that had told her sixty-six thousand dollars was raised for this project in 1966. All of a sudden, when they tried to get it through, Baton Rouge couldn't find it. When she ran for Mayor of this community, after State Representative, both times in 2014 and 2018, Governor Jindal had reached out to her when she was at a Waterway Commission meeting and told her the money was there. He told her to go help and to get it going. Less than a year later the money was gone again. Ms. Arpino said that all she is saying is that just because they can't seem to keep a lot of money in Baton Rouge for this particular project, the closest between two points is a straight line which is three point two five miles, being coordinator for this project, please be aware of the cost of concrete that you're going to do with this 3A. She's with a College Station Construction Company who does all of the toll roads, construction, and highways in the state of Texas for the last twenty-five years now, before that it was one hundred seven years in Detroit, MI. Ms. Arpino states that she knows what the cost of concrete is and to please put that in their knowledge when they're looking at this 3A and looping it around, and also, certain politicians own that land that it's going through, and they want road frontage. The people are not interested in that. They're interested in the quick, most inexpensive way that goes from point A to point B so that Shreveport, Louisiana, and Bossier can be the best distribution center in the United States.

State Senator Pressly stated that he wanted to thank everyone for coming out and the timeline that was presented is no doubt different from the timeline that was presented two years ago. His colleagues and himself stand united on this and they want to see a decision made. They want to see an alternative provided as you see on the slides. The third and fourth quarter for the alternative should be and will be selected. They will hold their

feet to the fire, DOTD and Providence. Once that happens, the timeline moving forward moves into the federal side of things. There are some things the Secretary could do during his meeting that they could possibly speed up the timeline. The timeline, particularly the second quarter of 2025, review times may be longer than sixty days and the legal sufficiency review is required by law to be sixty days. Senator Pressly said that they can't really put any pressure till after that sixty-day time period and he thinks that needs to be done. At that time, "Katy bar the door" on them putting as much pressure as they can to make sure the legal sufficiency review is done and done timely, and that this community has the ability to move forward with the timeline that was presented today. To the MPO, he appreciates the work that they do. It's important work. Many of you are elected officials, certainly all of you have been around government for a very long time. He asked them to please join their community in pushing as much as they can while making sure they follow the legal standards and requirements. At some point, the timeline needs to be abided by. They need to make sure they're holding everyone's feet to the fire to move forward with the decision for the ROD and get this project started so they can all move forward with the economic development right here in Northwest Louisiana.

Mr. England asked Mr. Rogers if they were at the stage of the Draft EIS before option Alternative 3A was presented.

Mr. Rogers stated they were working on the Draft EIS.

Mr. England asked, "What keeps them from December 2026 to December 2028 because in a year and a half another option is proposed"? In other words, they were at a Draft EIS a while ago when 3A popped up. How do they prevent another option and this perpetuity of options in time?

Ms. Oriol stated that it's within the NEPA process. She knows that everyone is frustrated, and they keep having to renew the schedules, so you can imagine how they feel bringing them another schedule they know they're not going to appreciate. One of the things that happens in the process is defining impact. So, they define impacts and essentially, say the Historic Preservation Office came back and said that something was a big issue for them. They think this is a Historic District and they have three alignments cutting through this district. They then need to talk about it and study it and do this and that. Ms. Oriol said they can't move forward without their confirmation. Previously, they all got together with Dr. Kalivoda, sat down and shared potential solutions. He sat down with them and asked them how they can fix this. They addressed the issues the best way possible. That best way was to avoid it. He came up with the concepts and the tech sat down with him and came up with 3A which moves them outside and out of there. Allendale is not an existing Historic District, but a proposed Historic District so they still have to treat it like one. If you've been following this project since they started in 2011, it was not a Historic District nor was it intended to be. All that work done back then focused on those and then Alternative 5 got added in 2014. They've just had this tumbling of cultural related issues that take a long time. The original cultural related issues had over two thousand structures that were cataloged and photographed with three-page forms. It's a huge document and it took SHPO over a year to get back to them on where they stood. Again, it just takes time. At this point they've exhausted all the engineering options. There's no other way around that's not going to affect more potentially historic properties. Ms. Oriol said that she doesn't see them looking for any more alternatives to come out of this. They've got this and they're going to get the 3A data hopefully within the next couple of weeks to know where it is to be able to come out of that Alternative chapter and say this is what everything looks like and to get that decision made. As soon as they have that, the rest of all their studies and the rest of all that work can get moving. You have a committed team. Coastal has had almost a month of ice to play with on and off issues this year with traffic and two months to get approval from SHPO to do it. They have been trying to get this done as quickly as they can this year with those delays. The team is committed to getting it going as fast as possible. The Secretary was briefed in February, and they have a meeting with him two times a week. Mr. Brauner has been on top of it. They immediately started consultation with the

National Parks Service over the historic landmark of the Waterworks Museum. They all want it to move, and they all want to meet that schedule. They're just going to keep doing the best they can, and she doesn't think they will see any more alternatives options.

Mr. England said that he appreciated the comprehensive answer, but asked if there was another possibility that one could exist. He heard Ms. Oriol say in her answer that they had explored it, but could the federal government come back and say that they didn't look at everything? Is that a possibility at this point or have they done enough proactive work to demonstrate to the federal government that no more options are available?

Ms. Oriol stated that when 3A came about they literally sat with Dr. Kalivoda and drew multiple ideas that they laid out and asked if they could fight to do this, or this is in the way we should do this, we could do this, but this would be way too long. She said that during that period when the 3A came about they exhausted every route. And after bringing Stantec in and the engineering option to connect point A to point B an efficient way, the least inexpensive way, which the more milage they add the more expensive it gets, so, they just kept working through those options with Dr. Kalivoda. The 3A Alternative became, what they thought was, a really good alternative. It avoided Allendale. It's a little bit longer, but it saves a lot of potential impacts. They just need that documentation. Ms. Oriol stated that she can't imagine that FHWA find any other route because there's nothing out there that's not going to have more impacts from what they've already presented.

Mr. England stated that it seems to him and given the public comments, if they were to approach this as the business industry would approach a problem, given that the comments have been given by outside agencies that we have to be obligated to, we would do everything possible to eliminate that and not leave it for chance. Anything that we can be doing at this time to prevent a repeat of what they've experienced over the last year plus is now going to set them on a course of December 2026, would be wise for them to encourage them to do. He would be putting every effort into that in addition to the work that they're doing to get them on the December 2026 ROD. Any official that could throw into the mix another option, take proactive steps to get ahead of that. When playing chess, you play to get a few moves ahead of it. Don't be behind it.

Announcements

Mr. Clarke wanted to take a second to congratulate Mr. Ford and Mrs. Bryant for their elevation to Chair and Vice-Chair of this committee. He just wanted to share that it's been an honor to serve with them and work with all the people on that committee. This year has been a trying year and it made it so much better that he had them as supporters and to be able to work with them through this experience.

Mr. Rogers stated that he wanted to let them all know that since the new meeting schedule is approved, the next regularly scheduled MPO meeting will be on Friday, July 19, 2024.

Adjourn

With no remaining agenda items, Mr. Clarke entertained a motion to adjourn. Mrs. Bryant motioned, and Mayor Chandler seconded, and the meeting was adjourned.



J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: JUNE 28, 2024

Name: JIMMY GOSSLEE

Address: 8805 LINE AVE

E-mail: jgosslee@jgosslee.com

Phone: (518) 218 6258

I am representing: ☒ myself ☒ business ☐ organization

Name of business / organization: COLDWELL BANKER - COMMERCIAL

Comment on Agenda Items Only

Briefly describe your comment(s):

SUPPORT OF I-49 Corridor
(I) NEED FOR ECONOMIC DEVELOPMENT

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner.

The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

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Please print:

Date: 6/28/24

Name: Linda Buernacki

Address: _____

E-mail: _____

Phone: (318) 469-4335

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: C100

Comment on Agenda Items Only

Briefly describe your comment(s):

Support + Finish 3.5 miles
of 149-1cc

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 6-28-24

Name: Dafin's Horrocks

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☒ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

C100

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The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 6/28

Name: TIM MAGNER

Address: 400 EDWARDS

E-mail: TIM.MAGNER@SHREVEPORTCHAMBER.ORG

Phone: () _____

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: SHREVEPORT CHAMBER

Comment on Agenda Items Only

Briefly describe your comment(s):

1-49- 1-69 NCEP For
INVESTMENT IN NLA

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

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All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: _____

Name: ANNA MARIE ARPINO

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

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

THANK YOU FOR YOUR COMMENTS

Elected Officials Sign-In Sheet

METROPOLITAN PLANNING ORGANIZATION – BOARD OF DIRECTORS

Meeting Date: Friday, June 28, 2024

Time: 9:00 a.m.

Location: Caddo Bossier Port Regional Commerce Center 6000
Doug Attaway Blvd. Shreveport, LA 71115

Name	Organization	Phone	E-Mail
Adam Sistrunk	C100		
David Hacksney		318-210-1475	
Jack Sharp	C100		
Michael Corbin	SWEPCO	673-3131	
Scott Wolverton	WVLA	212-4025	
Fary Moore	Argent/C100	318-286-5986	
Linda Biernacki	C100	318	
Linda Biernacki	C100	318 4694335	
JOHN E. ATKINS	Caddo Commission	318 560 4122	John.Atkins@caddo.org
Bruce Blanton	Webster P. Jury		
CACTON COOPER	BOSSIER	318-564-8377	

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METROPOLITAN PLANNING ORGANIZATION – BOARD OF DIRECTORS

Meeting Date: Friday, June 28, 2024

Time: 9:00 a.m.

Location: Caddo Bossier Port Regional Commerce Center 6000
Doug Attaway Blvd. Shreveport, LA 71115

Name	Organization	Phone	E-Mail
Brian Crawford	Willis-Knighton Health	212-4125	Scrawford@wkhhs.com
Emily Mott	RRVA	458 7922	emott@rrva.org
Elmer Hamilton	AFJMC	318-425-7452	ehamilton@afjmc.com
Tom Gromer	Shreveport		
Tyler Comeaux	Port		tyler@portcb.com

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Public Sign-In Sheet

METROPOLITAN PLANNING ORGANIZATION – BOARD OF DIRECTORS

Meeting Date: Friday, June 28, 2024

Time: 9:00 a.m.

Location:	Caddo Bossier Port Regional Commerce Center 6000 Doug Attaway Blvd. Shreveport, LA 71115
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Name	Organization	Phone	E-Mail
Ken Word	Russian Policy Inst	318-965-2329	
Thomas Pressly	State Senate	318-662-9920	Sen38@legis.la.gov
Billie Loftin	ISHuttle Shreveport Limousine	318-522-7409	billie@ishuttle.us
Mike Walsworth	La Gov. Wungessen	318-614-0336	mike.walsworth@yahoo.com
Denny Moton	Regions Bank	318-349-4520	denny.moton@regions.com
Bruce			
Curtis R Joseph, Jr.	Committee of 100	469-2692	cjoseph@bwar.com
Edward Taxic	C of 100	800 899-8839	Etaylor@airfieldpropagand.com
GREG LOIT	C100	317-4578	greg@lccco.com
Adam West	Progressive Bank		AWEST@progressivebank.com
David B. Smith	City of Shreveport		david.smith@shreveportla.gov

METROPOLITAN PLANNING ORGANIZATION – BOARD OF DIRECTORS

Meeting Date: Friday, June 28, 2024

Time: 9:00 a.m.

Location:	Caddo Bossier Port Regional Commerce Center 6000 Doug Attaway Blvd. Shreveport, LA 71115
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