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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, January 20, 2023 (9:00 AM) NLCOG 625 Texas Street, Suite 200 Shreveport, LA 71101

Members Present

Mrs. Carlotta Askew-Brown – MPC City of Bossier City Mayor Tom Arceneaux – City of Shreveport Mr. Bruce Blanton – Webster Parish Mr. Steven Brown – DeSoto Parish Ms. Erica Bryant– Caddo Parish Mayor Tommy Chandler – City of Bossier City Mr. Eric England – Port of Caddo-Bossier Mr. Butch Ford – Bossier Parish Mr. David North – LaDOTD District 04 Mr. Dinero' Washington – SporTran

Members Absent

Mr. Alan Clarke – MPC City of Shreveport

Others Present

Mr. Kent Rogers – NLCOG Mr. Chris Petro – NLCOG Dr. Shelly Barrett – NLCOG Ms. Savannah Williams – NLCOG Ms. Rita Barnette – NLCOG Ms. Heidi Stewart – NLCOG Mr. Stephen Jean – MPC City of Shreveport – (Representing Mr. Alan Clarke, but in a non-voting capacity)

Guest Mrs. Kerry Oriol – Providence Mr. Stephen Wallace - Stantec Mr. Kurt Brauner – LADOTD Mrs. Risa Mueller – Franklin Associates **Call to Order**

Mrs. Askew-Brown called the meeting to order and wanted to address the board in welcoming Mayor Tom Arceneaux. Mr. Rogers had one other announcement and that he had received an official notice from Dr. Wilson that he'll be out for an extended period of time. During that time frame, Ms. Erica Bryant will be representing him with voting privileges until he returns. Mr. Rogers then began a roll call. A quorum was

present.

Public Comments

Mrs. Askew-Brown stated there were four public comment requests. She reminded them of the three-minute time maximum.

Mr. Bill Robertson was called upon for the first public comment. Mr. Robertson greeted the members of the board, Mayors Chandler and Arceneaux, and stated that he remembered many of them from his past life as an aid to Foster Campbell. Shortly after his retirement in 2021, he affiliated himself with the Allendale community who are trying to suggest a better way to deliver traffic from the intercity to the northern part of Shreveport, which is what they call the Business Blvd. Since his retirement, former Mayor Perkins appointed him to the Metropolitan Planning Commission where he works with Mr. Jean to regulate land use in Shreveport. He continued to say that they have asked the staff at MPC to consider an issue, which is the differing priorities between the city's masterplan, known as Great Expectation, and the plan that he says NLCOG follows when dealing with regional transportation. He believes the fundamental difference is that the masterplan calls for development inside the loop while NLCOG's plan he feels causes regional sprawl. They are trying to defeat that particularly with regard for I-49 and the intercity connecter. Mr. Robertson stated that they are meeting with Mr. Clarke this afternoon and will be bringing their consultants to the table and try to make that case for the fundamental difference and how they can bridge that divide. They encourage NLCOG to be a part of the process and come to the table to discuss the difference in opinions.

Mrs. Askew-Brown called upon **Mr. Jody Dosher** for the second public comment. Mr. Dosher stated he was a recent attorney to Shreveport where he grew up here and graduated from Captain Shreve many years ago. He said that his concerns are with I-49 and the Allendale people. He doesn't live in Allendale but has become friends with people that do. He says that the Allendale community are working people and can't attend the 9:00 a.m. meetings due to work so he's there to represent them. Mr. Dosher spoke about an Allendale leader named Dorothy and stated that for the last 11 years she's been trying to get people to listen to her, but that it's fallen on deaf ears. He says that the Allendale community has hired a consultant and he's read through the consultant's report. That it doesn't coincide with the City's side. Mr. Dosher is asking that the board listen and talk with them.

Mr. John Perkins is the next public comment. He says he's in his eighth year with Allendale Strong. Mr. Perkins speaks about the 5,000 Friends of Allendale Strong Facebook page and says that the business group in Atlanta is discussing whether to bury and cap or to completely remove the intercity connector because it hurts their city. He continues to say that Urban 3 is looking at how Shreveport's business model works: what areas of land use are creating money and what areas are a drain on Shreveport. They believe that downtown Shreveport is where it's all created and building a wall to keep people out and making it harder to get downtown is what screwed it up back in the 1960's. Mr. Perkins states it's proven since the 1989 Embarcadero Freeway crash that removing the intercity connector actually makes the neighborhood better. He says that they have Urban 3 coming to town to make a strong presentation about where our land use policies are and will also have Norm Marshall from SmartMobility.com coming to discuss solutions and

suggestions created from NLCOG's model.

Kay Grammar Camp is the fourth public comment. Ms. Camp is curious about the process that's used to determine road routes. Ms. Camp says she chose to return to Shreveport in 1998 to retire. She saw a huge number of unpolished treasures, historical landmarks, green space, and parks. Her daughter has chosen to have a destination wedding in Shreveport in October. She loves her city. Ms. Camp asks what trained transportation specialist and urban planners have learned after planning and proposing for two decades now. She states the urban planners are impacting other cities so that other cities throughout the county are tearing out interstate highways that cut through their cities. Those cities are building intercity loops around their cities instead. She asked why our transportation staffs aren't using these lessons as they design highways for our state. Why not consider land use when designing highways? Why not consider home ownership critically important use of land? Ms. Camp states that if an intercity connector is built through our downtown in the distant future, she won't be here to see it, but knows she doesn't want her grandkids or great grandkids wondering if their grandma, her friends, or the leaders knew how to build better.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the November 18, 2022, meeting. Mr. Washington motioned, and Mr. England seconded to approve the minutes as provided. Mrs. Askew-Brown 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 – Update w/DOTD Amendment for Introduction

Mr. Rogers directed the board to their packets and pointing out that there was only one change to the TIP at this time that being an amendment for introduction for public comment for the LADOTD Projects Programming update. The project is the H.012227 LA 5: Thomas Road to LA 172 to add the construction phase. Mr. Rogers shared that \$4.7 million would come from STPFLEX funds and \$8 million would come from the State General Funds for the FFY 2023. Mr. Rogers stated that there were no other TIP amendments or modifications at this time.

Mrs. Askew-Brown asked if there were any further questions. Having none, Mrs. Askew-Brown entertained a motion to approve the update for the Transportation Improvement Program FY 2023-2026. Mr. England motioned, and Mr. Brown seconded. Mrs. Askew-Brown called for questions or comments. Having none the chair called for a vote and the motion passed.

Mr. Ford asked what the time was for the public comment period. Mr. Rogers stated that based on their revised public comment it's 14 days plus. He explained the plus being if substantial comments come in, they will need to be reviewed. If there's not a lot of substantial comments, then it will be the 14 days.

3. Metropolitan Transportation Plan (MTP) 2023 Annual Safety Performance Measures Amendment (Introduction)

Mr. Rogers stated that next on the agenda was the annual safety measures and target settings. He directed the board to their packets with copies of the slides and asked Mr. Petro to go through the slides. Mr. Petro explained that what NLCOG must go through annually is based upon Federal regulations and their national performance measures for safety infrastructure conditions, system reliability which deals with system management. Mr. Petro stated that one of the federal performance measures that the state and NLCOG, being an MPO, must abide by is to adopt the performance measures and then follow up and set targets and that NLCOG supports DOTD in this initiative. Mr. Petro explains that 180 days after DOTD sets their performance measures, in this case safety, that NLCOG is required as an MPO to set their targets based upon the data they receive from the DOTD. Mr. Petro directed the board to the slides in their packets showing the information he was speaking on. He went over each slide discussing the 5 performance safety measures and trends for the State vs. MPO, the CARTS 2023 calculation of the MPO 5 safety performance targets and the MPO performance target setting including next steps. Mr. Petro stated that there's a discrepancy on how the data is calculated for the non-motorized measure. Mr. Rogers said he understood that some of the definitions have changed in terms as how some of the data was calculated. And that the data collection for the non-motorized started in a later period in time which caused the discrepancies. Mr. Petro reviewed the outline for next steps on the MPO performance target setting stating that it's been reviewed and discussed with the board, and next meeting it can be amended or rejected. Mrs. Askew-Brown asked if there were any further questions. Having none, Mrs. Askew-Brown entertained a motion to introduce the 2023 Annual Safety Performance Targets for public comments. Mayor Chandler motioned, and Mr. Blanton seconded. Mrs. Askew-Brown called for questions or comments. Mr. Washington asked if staff could get some clarification on the non-motorized data, with no further comments the chair called for a vote and the motion passed.

Project Updates:

1. LA511 Jimmie Davis Bridge

Mr. Rogers said that final proposals are due the end of this month. Cost proposals will open publicly at the end of February, and contracts will be awarded in late March. The notice to proceed should be in early April. Mr. Rogers feels that it's moving along quite well. He reminded them that there were 3 firms that ended up on the short list: American Bridge Co., James Construction Group, LLC, and Thalle Construction Co., Inc. Mrs. Askew-Brown asked of there were any updates on the Linear Park. Mr. Rogers confirmed that was still part of it and wanted to remind them that this is being done as a design-build project. That the design-build project has a new four lane bridge, rehabilitation of the existing bridge to Linear Park. Mr. Petro asked to comment in saying how astonishing it is to have a notice to proceed on this project of this magnitude for this region, compared to where they were 2 years ago is unbelievable.

2. I-69 Service Road Project

Mr. Rogers stated the entity state agreement has been fully executed between the Port and LaDOTD. The LaDOTD is preparing advertisement for design and survey work which should go out next month or so. Mr. Rogers reminded the board of the reason the entity state agreement is between the Port and the state was to eliminate the need for individual agreements between each party and the state. He reminded

the group that Caddo Parish, DeSoto Parish, and NLCOG had entered into an agreement with the Port for this purpose and for the funding.

3. I-49 ICC EIS Current Status

Mr. Rogers welcomed Ms. Kerry Oriol from Providence, Mr. Stephen Wallace from Stantec, Mr. Kurt Brauner from LADOTD, and Mrs. Risa Mueller from Franklin as members of the consulting team. Mr. Rogers handed it over to Mrs. Oriol so she could give the board some overall history, cultural progression, and a current status update. Mrs. Oriol wanted to take a step back in time on the feasibility study. She stated that the feasibility study started back in 2008, involved over 12 public meetings and that they had considered all available land use which resulted in the general corridor that has been studied through downtown area since they initiated the environmental document in 2011. In late 2013, due to public comment encouraging the use of LA 3132 to connect 220, a new concept was studied and created Alternative 5. The newly created alternative required data collection for comparison with the other 4 downtown alternatives. Mrs. Oriol explained that one of the alternatives was eliminated due to impacts to known historic properties and they were asked to complete cultural surveys on Build Alternative 1, which determined the need to surveys on Alternatives 2 and 5 as well. Cultural resources surveys were completed for Build Alternatives 1, 2, and 5 and submitted for review and comments to the FHWA and the State Historic Preservation Office, starting in 2018 through 2021. Since 2021, they have been working through the comments and concerns associated with cultural resources.

Mrs. Oriol stated that two consulting parties meetings were held to discuss the possibility of impacting potential structures in the proposed Allendale National Historic District and the status of St. Paul's Bottoms NHD. During these meetings, the concept of modifying one of the existing build alternatives, Build Alternative 3 was proposed. In May 2014, the St. Paul's NHD was found to have only 12% of the original contributing structures remaining, more have been lost since. Mrs. Oriol continued with the cultural progression and stated that it is the loss of structures in the St. Paul's Bottoms NHD coupled with the proposal of the Allendale NHD that has shown a potential to reduce impacts to historic structures by realigning Build Alternative 3 to create Build Alternative 3A.

The project team (NLCOG, DOTD, FHWA and consultant team) have developed a scope to determine if Build Alternative 3A is a viable alternative and it is anticipated that approximately 4 months will be necessary for the levels of study needed. If Build Alternative 3A is determined viable it will need to be developed to the same level of engineering and environmental study as the other alternatives. Build 4 Alternative was determined not viable. Comparison of the 5 remaining alternatives would be presented for comments in a public meeting and presumably, this process will result in the identification of a preferred alternative. Mrs. Oriol went over the remaining steps following the public meeting. (see attached slides). Mr. Brauner reiterated that the Alternative 3A was created to reduce impact. He stated that this is a complicated project to begin with that affects a lot of people and takes a lot of coordination with local state holders, EPA, and Federal consultants. He feels they've made considerable amounts of progress compared to other projects. Mr. Brauner stated that in the case of I-10 in Baton Rouge and I-10 in Lake Charles it took 25 plus years, while in the case of I-49 in Lafayette again it was 20 plus years and they have had to re-open the environmental process.

ANNOUNCEMENTS

Mr. Rogers reminded the board of the I-20/I-220 Barksdale Interchange Ribbon Cutting on February 8, 2023, at 10:00 a.m. and of the next MPO meeting scheduled for Friday, February 17, 2023. Mr. England wanted to announce that they have revised the application for the MEGA Grant for the I-69 Corridor. He stated that he would be re-distributing the agreement between the agencies and asked for them to be on the lookout for that upcoming email the following week.

Adjourn

With no remaining agenda items, The Chair entertained a motion to adjourn. Mr. England moved to adjourn; Mr. Blanton seconded, and the meeting was adjourned.

J. Kent Rogers, Secretary

Rogers, Secretary

	POST PUBLIC MEETING STEPS
τ. υ.	A Cultural Resources Survey would be required on the preferred alternative if it is Build Alternative 3A Additional engineering design on the identified preferred alternative Preparation and submittal of a Section 4(f) document, if required due to
	Impact to a Section 4(r) resource Publicly owned public parks, recreation areas, wildlife and waterfowl refuges of national, state, or local significance, and lands of an historic site of national, state, or local significance are Section 4(f) resources defined in Section 4(f) of the Department of Transportation Act of 1966 Under Section 4(f), a historic site is defined as any "prehistoric or historic district, site, building, structure, or object included in, or eligible for, inclusion in the National Register."
4.	Approval of the Section 4(f) document by FHWA's legal sufficiency team (before the draft EIS can be completed)

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PUBLIC ME	
	POST PUBLIC MEETING STEPS

- 7. Revise and submit a draft of the Alternatives chapter of the draft EIS (with the identified preferred alternative) for FHWA and DOTD review
- Acceptance of the alternatives analysis section or entire chapter by FHWA and DOTD (required in order to complete the draft EIS) ю.́
 - Prepare the Technical Studies required to be conducted on the identified preferred alternative and to be summarized in the draft EIS . თ
 - 10.Submit the draft EIS for review and approval
- 11. Public Outreach in the form of stakeholder briefings, a Citizen's Advisory Committee Meeting, and a public hearing will be conducted conjunction with the release of the draft EIS
 - 12. Develop final EIS with inclusion of public hearing comments.
- 13.Submit final EIS with ROD for approval.



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

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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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Briefly describe your comment(s):

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Please print:
Date:
Name: John Rer Kines
Address: 5126 S. La Keghore Or
E-mail:
Phone: (3)8) 393,0759
I am representing: 🖾 myself 🗖 business 📈 organization
Name of business / organization: Altendale Strong
Comment on: Agenda item Non-agenda item
Briefly describe your comment(s):



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

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Please print:
Date: 01/20/2023
Name: Kay Grammer Camp
Address: 2025 E Kings Hwy, S'port, LA 71105
E-mail: Kay camp 35@ yahoo. com
Phone: (318) 5.73-4513
I am representing: I myself I business I organization
Name of business / organization: <u>Allendale Strong</u>
Comment on: Agenda item Non-agenda item
Briefly describe your comment(s):
I am curious about the process that is used to determine road routes

