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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

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 TCC

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THANK YOU FOR YOUR COMMENTS

PUBLIC COMMENT CARD

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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: 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

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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

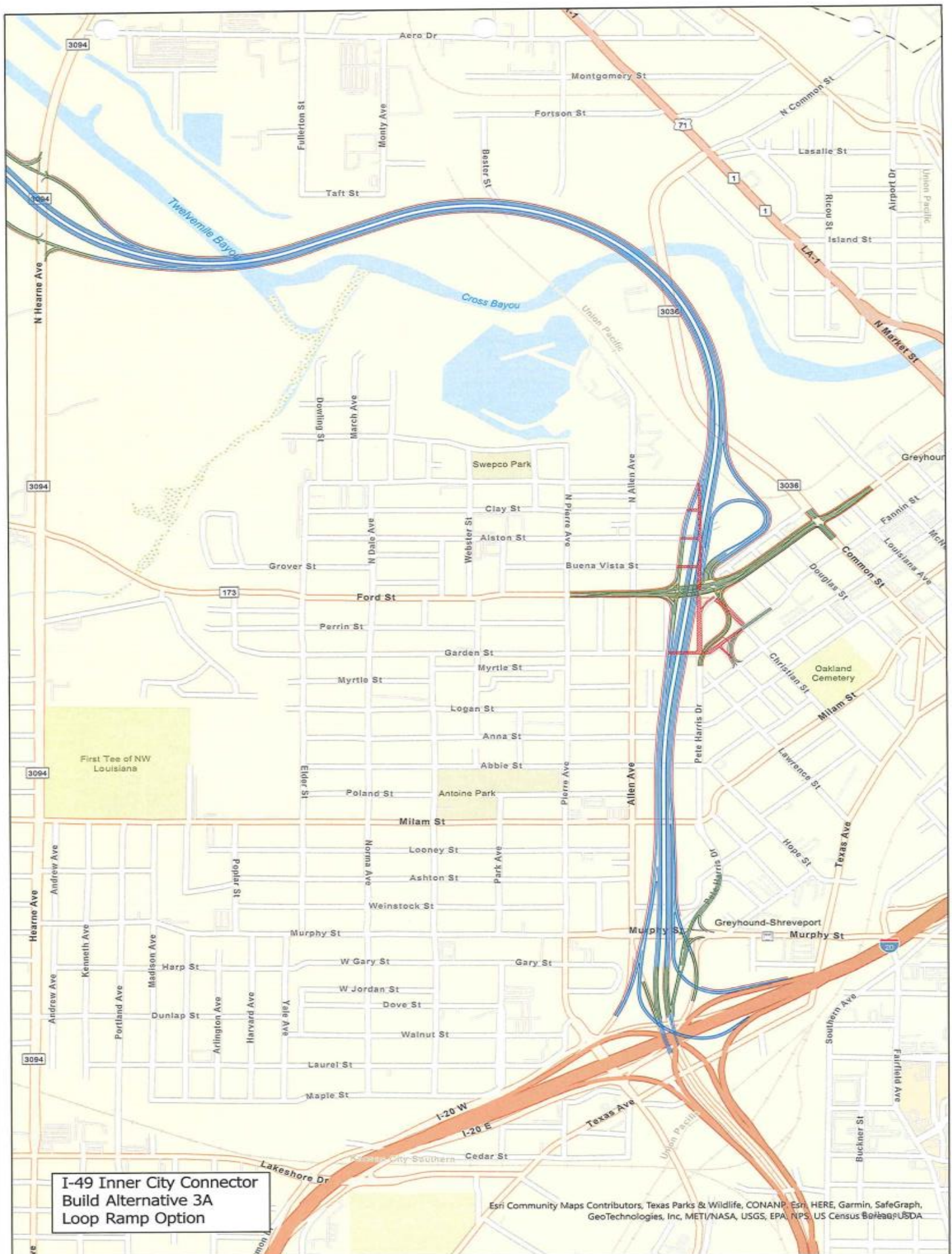
I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: _____

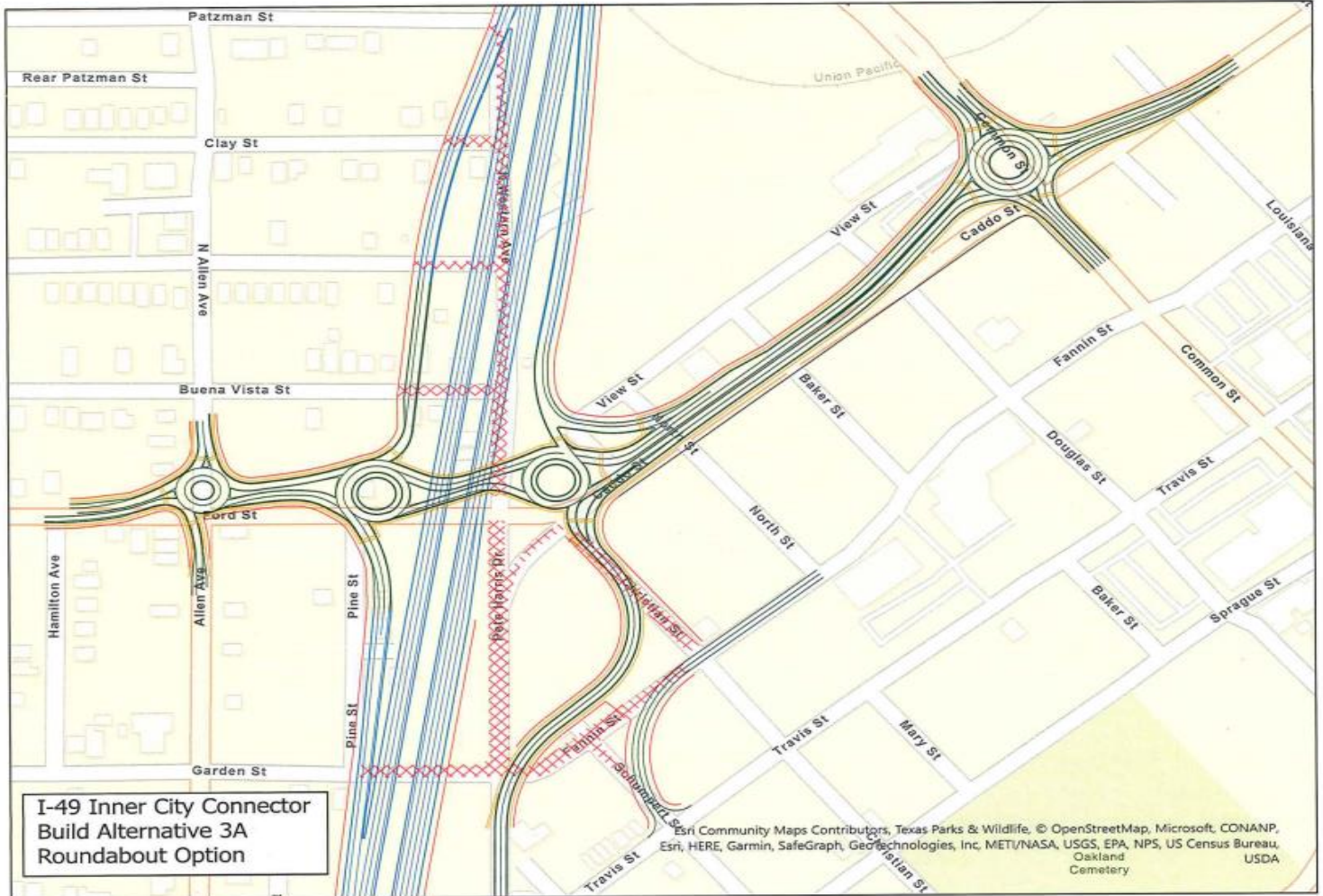
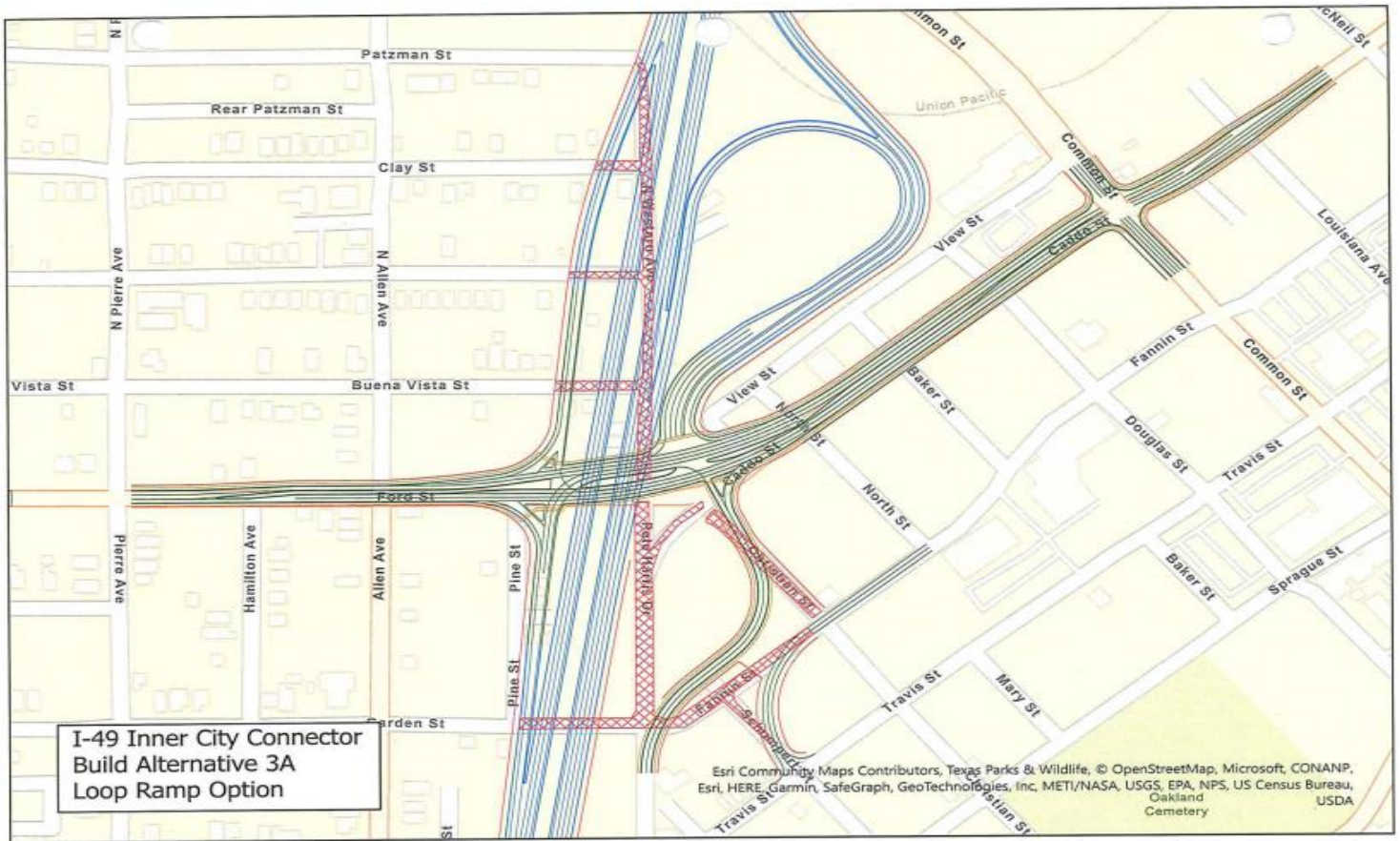
Comment on: ☒ Agenda item ☐ Non-agenda item

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

