



Metropolitan Planning Organization Transportation Policy Committee

July 19, 2024 - 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 28, 2024](#)

2. Transportation Improvement Program (TIP)

[TIP Amendments and Modifications](#)

[STBG >200K Program Update](#)

Project Update

3. I-20 Rehab

4. Jimmie Davis Bridge

5. I-69 Frontage Road Connector

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, August 16, 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, July 19, 2024 (9:00 AM)
625 Texas Street, Seminar Room
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
Ms. Erica Bryant – Caddo Parish
Mr. Dinero' Washington – SporTran
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Michael Norton – DeSoto Parish

Members Absent

Mayor Tommy Chandler – City of Bossier City
Mr. David North – LaDOTD District 04 – Mr. Phillip Sturdivant sitting in, but in a non-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
Dr. Shelly Barrett - 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. Washington to lead us in prayer and Mrs. Askew-Brown 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 Mrs. Askew-Brown 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. Rogers stated they had received one comment.

Mr. Perkins was the only comment. He stated he was from Allendale Strong, and they were disappointed to have missed the meeting last month. Mr. Perkins said he was excited to learn that their Mayor, Mr. Arceneaux, had traveled to Philadelphia where they had been fighting a fight like this for many years over I-676. They finally reached a compromise with the people that wanted it removed, capped and buried. They expect that they'll see great financial benefits to the surrounding neighborhoods after they get that accomplished. Mr. Perkins said that they were also excited that their mayor had taken up a study with Bloomberg (Center for Cities) at Harvard University. Bloomberg was one of the first national press organizations to reach out to them to ask some good questions and give them some good advice. Mr. Perkins said they've been very helpful and very supportive. They look forward to following the story with them as it continues to progress.

Mayor Arceneaux wanted to make it clear that neither one of those trips had anything to do with I-49. Any attempt to try and subvert his position as a result of that, he just wants to make that clear.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the June 28, 2024, meeting. Mr. Clarke motioned, and Mr. Norton 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)

A. TIP Amendments and Modifications

Mr. Rogers stated the first was an introduction for public comment of Transit Amendment 5339c and 5339b programs. The "c" program is the low-no emissions vehicle program for SporTran to get around twenty-five new buses. The 5339 "b" program is the rural bus and bus facilities. Mr. Rogers said that these are for introduction only and will be up for adoption at the next meeting.

Mr. Rogers stated the second one they had was the 5307 Transit Program. It was introduced at the last meeting, and just as a reminder, it was to bring the line items in line with what the actual final allocation of funding was through FTA. Mr. Rogers said they haven't received any public comment on that. In terms of the actual TIP and what needs to be voted on and approved, those are the items.

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 Amendments for Introduction for Public Comment and the Approval of the Amendment for Adoption. Mr. Washington motioned, and Mr. Norton seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

B. STBG > 200K Program Update

Mr. Rogers stated that the next item on the agenda was a list of the projects listed in the MTP that utilized the STBG 200K attributable funds that come to this area and where those projects stand that were outlined over the next few years. This is just to give them an idea of where they're at and where they're standing. The first one is the Bossier Parish Congestion Relief Winfield Road Phase I. One of them had some comments along with the I-69 project that will be discussed later in terms of contracting. Mr. Rogers said that he knows that Mr. Ford has been dealing with similar things in dealing with the contractors.

Mr. Ford wanted to note that DOTD originally put out an RFP (Record for Proposal) for this project and it was one point six three million. This has been a five-year process for them. Mr. Ford said that when they called him earlier this spring and said the cost was going to be two point nine million for eighty percent claims, they asked for a break down and it was evident that there were issues with it. Finally, about a month ago, the chief engineer asked them to negotiate the contract. Mr. Ford said that now they are negotiating the contract, and it looks like they'll get it down to one point seven or close to that. It's been a big fight, but hopefully in about thirty days they'll be started on this project. It has definitely been one issue after another for the last five years.

Mr. Rogers said the next project on the list was the Inner Loop Extension that was a placeholder in terms of funding to do some initial mapping work to go along with the FONSI.

The next two projects are associated with the I-69 Frontage Road Project. The two sections that they are utilizing the Urban Area funding for. There is a third section that goes along with this, but the funding for that third section is strictly state/ federal from old earmark monies from the project.

The next projects on the list were the two on Linwood Avenue. Mr. Rogers said that Phase III has letting scheduled for August 14, 2024, so that should be going out soon. Linwood Phase IV, when the estimates for that project came in around the fourteen-million-dollar range, they sat down with the city and looked at converting that from a total reconstruction project to a panel replacement project. Since some of the roadways in that project had already been fixed and updated due to some of the water and sewer projects, just the joint and panel repair is what will be done through that corridor. The project is to be rescoped due to the preliminary estimate of eleven million.

Mr. Rogers said the next two are from the Pavement Preservation Program. One is a series of asphalt projects, and one is a series of panel replacement programs. The engineering for those went out the last couple of months and the construction is said to go out in the very near future also.

For Webster Parish, one project update is for 371. Local Share has included this in the Fiscal Year 2024 Capital Outlay funds. One thing Mr. Rogers would like to point out that he noticed on the bond issue was that there were quite a few priority five projects listed there. One thought he had for them is for Webster Parish, Mr. Bruce Blanton, to possibly meet with the Bond Commission and see since they are putting out some of the fives, getting with DOTD and seeing if they could get just a portion of that moved up and underway. Second is a series of safety improvements. He believes they were for intersection permits, some signage and re-stripping of different areas.

Mr. Rogers stated for the next two, one is for their plan update, which they will begin to put the scoping, the Plan's scope, together with the department and it's anticipated to be completed the first quarter of fiscal year

2025. For the Active Transportation Plan, ATG will be here at the next meeting to give them a status report of where they are for the ATP and the SS4A Safe Streets Program.

The next few have to do with the enhancement funds that come to the area. The BOOM or BUST Scenic Viewing area is in the Oil City area. The original applications were made by the tourist bureau. The final one is the Motorist Assistance Patrol (M.A.P.) program and whom we allocate funds to.

Mr. Petro said it's contractual for five years and they just renegotiated it. They will be coming to the board within the next meeting or two to amend the amount that's shown in the TIP. The MPO is obligated by a contractual agreement with LaDOTD for fifty percent of the contractual cost of M.A.P. services. They just renegotiated a contract with a new vendor and the cost has increased a little bit, as you can imagine, but they'll be utilizing their Carbon Reduction Funding for that, which is nice. Mr. Petro said that it will leave their STBG funding that they get annually alone, and since this is an eligible cost under the Carbon Reduction Program, they'll be able to utilize it there.

Mr. Ford stated that if any of them had any Priority five money, it would behoove them to make a trip down there to meet with their legislature to see if they can get some help to get projects started.

Project Update

1. I-20 Rehab

Mrs. Buchanan, Public Information Officer from LaDOTD, came to give updates for the I-20 Rehab and Jimmie Davis Bridge projects. Mrs. Buchanan stated that many of them probably saw that they announced the pouring of the new sections for the travel lane, which is a pretty significant milestone both for the project and historically. This is the first time this has happened in almost sixty years for that section of interstate. That particular activity is continuing. Mrs. Buchanan said the reconstruction on the Old Minden Road interchange is continuing and they hope to have that open in mid-August weather permitting. Once that interchange is open it'll be the first time, you'll be able to drive physically on the new concrete of the project once those ramps are reopened. They recently opened Old Minden Road. There were some utility relocation issues that had to occur right there at I-20, but that's back open now. Mrs. Buchanan stated that they are also continuing the nighttime full depth concrete panel repair on the Shreveport side of the project. That occurs most nights between Monkhouse and Pines Road. The CMV prohibition remains in place. Their law enforcement partners have given out about thirty-five hundred citations so far. They're still in communication with various GPS services and companies, including Drivewise, that say they're actually piloting a system for I-20 to put a notification to about thirty percent of the CMV drivers that use that app to utilize the I-220 detour. All those things are occurring simultaneously for the project and asked if anyone had any questions.

Mr. Ford asked if they were on schedule.

Mrs. Buchanan said, yes, they were about a third complete right now and remain on schedule. There's been some rain, but they are still on schedule at this time.

Mr. Rogers asked what interchange will be next for this course.

Mrs. Buchanan stated that they haven't determined that yet. It will probably be Airline or Industrial. They have their weekly progress meeting today at noon, whether or not they'll know anything then, but it's discussed every week. They will let everyone know as soon as they know.

2. Jimmie Davis Bridge

Mrs. Buchanan stated that they just put out an announcement, a week ago today, for everyone to expect from this time forward, intermittent lane closures on each side of the bridge, 511. US 71 will experience some as well, and of course the cranes are in place on either parkway, so those short lane closures are there as well and have been for the last couple of months or two. The contractor is going to begin working on their temporary trussell bridge which they'll use to construct their new bridge over the water. When you see some activity taking place, it's not on the new bridge, it's for the temporary bridge to build the new bridge. It's moving forward for right now. Mrs. Buchanan asked if anyone had any questions.

Mrs. Askew-Brown asked if there had been any updates on the possibility or not of the linear park.

Mrs. Buchanan said that there were still discussions about the future of the existing bridge. She doesn't think a decision has been made of exactly where that stands in whether a linear park is going to happen, if that's something that the community really wants and is best for the community or whether the existing bridge should see a different future. That's kind of where that stands right now. Whether they can save money by not doing the linear park.

A gentleman from the public asked if the project was still on schedule.

Mrs. Buchanan said that it was. All of this is preliminary work, but it's still on schedule as far as the overall completion of the four-lane structure is expected, which would be early 2027.

3. I-69 Frontage Road Connector

Mr. Rogers stated that the last item on the project updates was the I-69 Frontage Road Connector. As they referred to earlier, the selection for engineering consultants' advertisement was published August 30th of last year and there is still no contract. It's some of the similar issues that Bossier Parish was going through with their East/West roadway. Mr. Rogers said that it could be what Mr. Ford said and they may need some type of group trip to try to encourage quicker development of those contracts and with the association of those contracts. Maybe reworking how some of those contracts are negotiated so they can move forward in a quicker fashion. Mr. Rogers asked Mr. Comeaux if he had anything to add.

Mr. Comeaux said that if not weekly then bi-weekly that he's been checking in. He was told on several occasions, he would say several months ago, that it would be in what they call CCS, Consulting Contract Services Division, to have the contract developed. Mr. Comeaux said that he was told on Wednesday that it would be there tomorrow, Thursday. He checked this morning, Friday, and it's still not there. It's extremely frustrating and he understands what Mr. Ford is saying about if they could figure out a way to expedite things because contracts shouldn't be this difficult. Mr. Comeaux stated that he did understand that it was going to be a seven-million-dollar design fee. Design and survey are all inclusive of the ten-mile stretch. It's quite an expansive design, but it shouldn't be terribly difficult. Each segment is about a third each which makes up the ten miles.

Announcements

Mr. Ford wanted to make a quick announcement. He said he had just gotten back from Tampa, and he had never briefed the MPO about this, but he just wanted to tell them what he's been doing the last couple of years. Mr. Ford said that he spoke with the justice and public safety committee at the NACo, National Association of Counties, convention and this was his second year. If they recalled, back in 2016, they had a thousand-year flood event that went right through the middle of Bossier. In South Bossier, the water couldn't get out into the river and was over the roads for a foot to three feet for up to three weeks. Being a road designer, Civil Engineer, he knows that water damages roads. Mr. Ford said to make a long story short, they made a request. They had fifty-two roads that were inundated at that time. They noticed the damage and were told the policy had changed; they couldn't help them. They appealed and had to go to arbitration right before Covid hit. They went up to Washington, D.C. with their team and subsequently in March of 2021 they won. They received thirty-two million dollars from FEMA. He worked on that at home during Covid for one week. He's glad to say today that they've completed reconstruction of all those roads. Mr. Ford said that in June of 2020, FEMA wrote in their PAPPG, their policy manual, that road inundations are no longer eligible for public assistance. Can you imagine that? They know his name for sure. He thinks they were the first and only to win an arbitration of this magnitude. This was after Katrina. Eight parishes around Katrina received at one point eight billion dollars for inundation damage. Then FEMA goes up to New York after Sandy and writes a check for five hundred million to the state or surrounding counties that received those funds. Mr. Ford said they're trying to get the language changed in the PAPPG. It just so happens that their doing a new version, version five, and if you go to FEMA PAPPG Version 5, there's a comment in the timeframe and they're in the middle of it up thru August, go to page eighty-six and there's one little sentence in one little paragraph that takes it out. It's a travesty to all these counties and parishes throughout the country with all these rain events that we're having that roads are getting in a day. We're talking about the oceans rising and these kinds of issues are more prevalent now than they've ever been and now they're going to try to keep from paying us. If you get a chance to go look at it, look at it. If you want to make a comment, make a comment. We are Bossier Parish and we're doing everything we can to get this language removed so when we have another flood in the future, maybe we can apply for those funds.

Mr. Rogers wanted to let them know again that Alliance Transportation Group will be present at the next meeting to give an update on the Active Transportation Plan and the SS4A. The next meeting is Friday, August 16, 2024, at 9:00 AM.

Adjourn

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



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: 7-19-24

Name: John Perkins

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: Albendale Strong

Comment on Agenda Items Only

Briefly describe your comment(s):

Brief remarks

missed last meeting

Area - to Thilly

excited Blee-burger study

major -> neither trip is relative to I-49



Metropolitan Planning Organization Transportation Policy Committee

August 16, 2024 - 9:00 am
Government Chambers at Government Plaza
505 Travis St, Shreveport, LA 71101

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Welcome to our special guest Sect. Donahue Louisiana Department of Transportation and Development

Comments are to be held to 3 minutes.

ITEMS FOR CONSIDERATION

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[Approval of Minutes from July 19, 2024](#)

2. Transportation Improvement Program (TIP)

[TIP Amendments and Modifications](#)

Project Update

3. Regional Safety Coalition / [Troup G Leaders in Law Enforcement Award](#)

4. [SS4A Regional Action Plan - ATG](#)

5. I-49 ICC – Providence / Stantec

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, September 20, 2024.

ADJOURN



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Mayor Tom Arceneaux – City of Shreveport
Mr. Bruce Blanton – Webster Parish
Mr. Eric England – Port of Caddo-Bossier
Ms. Erica Bryant – Caddo Parish
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. David North – LaDOTD District 04

Members Absent

Mayor Tommy Chandler – City of Bossier City
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
Dr. Shelly Barrett - 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 Mrs. Askew-Brown 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. Mrs. Askew-Brown 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. Rogers stated that before they got to the public comments, they had two important visitors with them today, Senator Pressly and Secretary Donahue. He would like to ask them to make some comments before moving forward.

Senator Pressly thanked the mayor and the commissioners of the board for all their hard work they do on a daily basis. Senator Pressly said that he was there to speak on the I-49 project and they know it's an important project for their region and for their state. He knows they're continuing to have some challenges with a timeframe and making sure they're certainly going through the process, but the timeframe continues to get kicked down the road. He's heard from multiple constituents over the challenges that they see with the timeline continuing to get pushed. Senator Pressly is in complete agreement with them and just wants to assure them that they are on top of it. He is continuing to be vocal on the need for them to go through that process, doing it in a timely way and in a way that's responsible. Making sure they are going through all the checks that need to be checked, but making sure they're doing it in a way the public is aware and that they're doing it efficiently and effectively. Senator Pressly has asked Secretary Donahue to come up and share some of the challenges that have gone on. He's been in contact with Secretary Donahue and many of them making sure they follow the guidelines and follow the requirements but hold Providence accountable and make sure they are doing their job timely and efficiently. He appreciates those that are continuing to follow this from the public standpoint. They are taking time from their busy schedules to be there today and have done so for meeting after meeting, quarter after quarter, year after year. It's time to decide. It's time to have the information they need to make that decision. Senator Pressly implores them to hold Providence accountable and make sure they are moving forward with their duties and responsibilities as they've given them.

Secretary Donahue thanked all the MPO Board members for inviting him up to speak today. He thanks Senator Pressly as well. Secretary Donahue said that he has spoken to several MPO's, and he tries to express the importance of planning, the importance of MPO organizations to a comprehensive, holistic transportation system in the State of Louisiana. He appreciates all of their service and wanted to give special thanks to Mr. North, District 04 Administrator, who keeps a lot of things from rising to his level and crossing his desk. Secretary Donahue also wanted to give kudos to Mr. Rogers. He was the first MPO Director to come meet with him in Baton Rouge and it was specifically about the I-49 project. They have met since then and they're in communication. He is a very good individual who understands all of the difficulties and challenges that come along with delivering a project like the I-49 Inner-City Connector.

Secretary Donahue said that he understands that there may have been a level of frustration about the change in the schedule that was announced at the last MPO meeting. That frustration can be directed at him. One of the first things he did when he came in and they were talking about this, it was very clear that there were certain things, particularly the amount of time it takes the federal government (FHWA) to review certain items. That had not been incorporated in the previous schedule that had been communicated to the public. One of things that Secretary Donahue feels generates frustration is when you put a date out there, it comes, and it passes. In many instances, not just this project that DOTD is involved in, that's a recurring thing. Whenever the Secretary sat down and met with Mr. Rogers and Senator Pressly, that is one of the things that he very clearly communicated in that they needed to understand what a realistic timeline looks like and that is what should be communicated to the public. That is why there was a change to the projected timeline for the delivery of the I-49 project. There is no desire from anyone that he has spoken to on delaying this project and there's no discretion on his part to delay this project. Secretary

Donahue said that this is one of the four MEGA projects that the legislature designated to be constructed in the state. He's met with Providence; he's met with Mr. Rogers and feels they have an excellent delegation in both the Louisiana Senate and the Louisiana House. He's met with Mayor Arceneaux as well. Shreveport holds a specific place in his heart. When he was in DOTD during his previous stint, this was the location he was assigned to for DOTD's legal department. He's traveled up here frequently. He understands the desire for this project and also the issues of the individuals who oppose the project. In his opinion there is no discretion to change the directives of the legislature. This project is moving forward and moving forward the best possible way it can. Secretary Donahue stated that everyone gets frustrated with the NEPA process (National Environmental Policy Act). It's a lengthy process and what it requires is that you go and gather the information, and you understand the impacts that will result to these locations where these types of transportation projects are being built. That is a time-consuming process, and it involves many different factors. The end is in sight. They have a plan to go forward. They are working closely with FHWA to make certain that what they are doing and the work that is being put in to getting that environmental approval will satisfy them when they get everything pulled together and submitted to them so they are assured that their review will come back favorable. Secretary Donahue said with that again, thank you to Senator Pressly and Mr. Rogers. He's happy to be there and happy to come back. Shreveport is in certain instances a second home to him. He wanted to say thank you for allowing him to be there and allowing him to speak.

Mr. Ford asked Mr. Rogers if they had received any public comments. Mr. Chevallier stated that they had received some comments and reminded them to please try to keep their comments around three minutes, but he will encourage them to wrap them up if they go beyond that.

Mr. Hackney was the first to comment. Mr. Hackney stated he was a private citizen in Shreveport. He was facing the council but said his comments were really for the visitors from Baton Rouge. He thanked them for coming up. Mr. Hackney said that he only had two comments: Finish I-49 and let's get I-69 Service Road started. Specific to I-49, they're a three-and-a-half-mile gap. They've had a number of options that have been studied. A straight line between those points is what most of those options entailed. Option 3A that came up very late in the name of historical and environmental, which was the rationale for adding it, he's an engineer and he looked at. 3A crossed over 12-mile Bayou twice. It goes over it and comes back. From an environmental standpoint, that's kind of a hard sale. Mr. Hackney would like to suggest, if possible, 3A get removed and let's get on with this project.

Mrs. Bernacki said thank you for inviting them there and thank you to Secretary Donahue for coming. Mrs. Bernacki said that she will say that she's there on behalf of the Committee of 100. She's the co-chair for the I-49 Inner-City Connector. They've been coming to these meetings since 2014, and they've been getting the PowerPoint presentations that's given them next steps. She could only find 2017 but read what they had said in the next steps. Mrs. Bernacki said that in winter of 2017 – submit draft EIS for FHWA and DOTD review and approval. FHWA, they understand how the federal government works, it's totally broken, but apparently the leadership, our leadership, and Providence, whom she believes has a huge responsibility with this, keep moving the goal post. Frankly, they have to put their foot down and say stop the madness. They have studied this for over twenty years. Late first quarter of 2018 – EIS approved for public distribution – Stakeholder briefing. Second quarter of 2018 – Public Hearing. Third quarter of 2018 – ROD, EIS is final. Go to 2023, they did this exact same thing. Then 2024, last month, they received third quarter of 2025 – Publish, Draft EIS. Mrs. Bernacki said that every single year when they think they're getting information and the approval to move forward, it gets stopped and moved. This 3A is the most ridiculous thing they've ever seen. It's a no build. It's impossible to build 3A because of the funding. It will cost two billion dollars if it even gets approved. She said this last month, the Committee of 100 are the business leaders in this community and they are there to help and move this forward. They have the money to start, and she'd like to see something started.

Mr. Harrison was next to comment and thanked Secretary Donahue for coming. Mr. Harrison wanted to touch base on a couple of things. He wasn't going to get into the details of what Mrs. Bernacki spoke about earlier but said that she was correct. He had a meeting when he was chairman of the Committee of 100 himself in 2015, that's about nine years ago, when Secretary LeBas was here with the entire delegation along with Mr. Shawn Wilson, who was sitting in the corner as an assistant. As to what Mrs. Bernacki had said, she laid out the same type of timeline that was supposed to be finished after the meeting and the public hearings would happen in 2016. It completely got derailed again. Mr. Harrison said that Mrs. Bernacki is right in that this happens every single year. He told Secretary Donahue that he appreciates exactly what he had said, and he takes him at his word, but this is a broken record that they've heard secretary after secretary. It would be very impressive for him to get this done. Not just here, but in Lafayette as well.

Mr. Harrison said to let him come at this from a different angle. He owns a distribution company in Shreveport where he has fleet of trucks. Mrs. Bernacki has a business that has a fleet of trucks along with a ton of other businesses that have fleets of trucks. To drive around the city on 3132, which is by the way falling apart, is wear and tear, time, fuel, tires and it's costing them a lot of money. The logistics side of this is crazy for businesses and their community. Mr. Harrison said that Amazon is about to start up off North Market. He asked them to drive up North Market just before that happens to see what the traffic level is like there and how the road conditions are because they're just horrible. From a business perspective it's very crippling to their community. It's like a silent killer in that they don't know what it's like until they have it. To get around in a city like this, you need to be able to move around from point A to point B in your community. Mr. Harrison said that their community is incredibly divided. There are seventy thousand residents that live north of I-220 from Minden to the state line. They can't effectively get to Youree Drive Corridor in South Shreveport without getting off the interstate, driving down North Market, driving through downtown and getting back on I-49. Mr. Harrison said that there are people that have literally lost their lives because they can't get to the trauma center located on Kings Highway. If they have an accident on I-220 or in North Caddo Parish, they have to come by ambulance or Life Air, which takes much longer than what an ambulance would take to get straight to the trauma center. The economic development side of that, you have people in South Shreveport that can't get to North Bossier. You have people in North Bossier that can't get to South Shreveport. It's really just a huge division in our city that needs to be resolved. We've got to do something quickly to make that move forward, especially with that infrastructure money coming down the pipeline, as you know in 2025 and 2026.

Mr. Perkins said good morning. Their president, Mrs. Dorothy Wiley, couldn't make it there today, but sends her thanks to Mayor Arceneaux and Mr. North for finally solving that issue on Ford Street. Mr. Perkins stated that Mrs. Wiley was in the hospital with her husband in the E.R. and couldn't make it and he just had a couple of notes. He said that they bring this up all the time and this is their third ROD (Record of Decision) that's taken too long. The one in 1996, the feds were clear, no-build, because it's against federal laws, the sixty-five Transportation Act in 1966. They had the no-build, and it was so good that they adopted it. Mr. Perkins said that what if they solve some of these problems like 3132, the existing infrastructure, spend money to repair it and upgrade it to interstate standards so that everyone is happy. It's already there so they could start on it a lot sooner. A similar idea they've proposed, and he believes they adopted, was to build the Alternative Five loop, which he drives on and is in soar need of help. Mr. Perkins says they're good at building Alternative Five and they can start on it. It wouldn't break either of the federal laws or go through historic forts, like that that's against the law, sixty-five. In sixty-six it wouldn't run over any public recreation areas that aren't already built over when it was state money. This has been a long process they've been expecting and a no-build decision by the end of the year from they've heard out of D.C., and they believe the next thing to do is to stop. Basically, three strikes and you're out.

Mr. Rogers stated to let the record show that Mrs. Bryant was present.

Representative Phelps was the final public comment. She just wanted to say thank you to Senator Pressly for his comments given earlier as this legislature stands. This was one of the first projects that she inquired about when she started last term. The administration told her that she needed to talk to her delegation in North Louisiana. Representative expressed that this wasn't just a North Louisiana issue, but a Louisiana issue. I-49 from here and even the portion in Lafayette, LA is the last state that has not completed this project for over twenty-five years. She thinks it's a priority for the legislature. It's time for Louisiana and Shreveport to grow. She does recognize both sides of the opposition and hopefully they can move forward with that in making it a priority for both the city and the state.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the July 19, 2024, meeting. Mayor Arceneaux 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) – Amendments and Modifications

Mr. Rogers stated that the only item under the TIP update that they had were the two transit amendments that were introduced at the last meeting for public comment, 5339c Program and 5339b Program. Both of those are to help replace some of the buses and bus facilities. They have received absolutely no public comment.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion to Approve the Adoption of the Transportation Improvement Program Administrative Modifications and Amendments. Mayor Arceneaux motioned, and Mr. Blanton seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

Project Update

1. Regional Safety Coalition / Troop G Leaders in Law Enforcement Award

Mr. Rogers said that he wanted to ask Dr. Barrett and a couple of her associates, Trooper Eddie Thomas and Captain Trey Strickland, to the podium. As they remember several years back when they started doing Safety Coalition, they were actually the last area in the state to begin the Regional Safety Coalition. Part of that was the way they were originally set up in other parts of the state, they had a lot of questions about what they were being asked to do. They sat down with DOTD and basically said that if they were going to do this, they were going to do it right. Mr. Rogers said they wanted to make sure that the Police, Fire, 911 and all those different emergency services were an integral part of the process. He believes they have achieved that. Part of that has been given an award recently and he was turning it over to Dr. Barrett to say a few words before they played the video made by Trooper Thomas.

Dr. Barrett said that this was an outstanding opportunity for Troop G to be recognized as a leader in law enforcement. They had a video that they presented during the award luncheon and Dr. Barrett said that it's

been such an honor to be a part of such a good group of folks that are working hard in their community. They do a lot of great things, and this award is a statewide award that they're honored to be a part of.

Captain Strickland said that he was going to be brief but wanted to say thank you to Dr. Barrett. He said that she is the backbone to their coalition in helping to get so much work accomplished for them. Captain Strickland said that it was an honor to be able to bring the award back for North Louisiana.

Please visit www.nlcog.org to watch the Leaders in Law Enforcement Awards - Louisiana State Police Troop G video.

Mr. Ford congratulated Captain Strickland, Trooper Thomas and Dr. Barrett. He said that we have a great coalition and they're doing a great job. We are so lucky to have the great group of officers that we have. Mr. Ford asked them to please tell them that.

2. SS4A Regional Action Plan - ATG

Mr. Rogers said that next we had Mr. Ed Elam from ATG (Alliance Transportation Group) to give them an update on the Safe Streets for All Regional Action Plan project that they've begun, what's taken place so far and where we go from here.

Mr. Elam started off by saying thank you and good morning to the policy committee. He introduced himself and stated that he is the Vice-President and Director of Planning for Alliance Transportation Group. Mr. Elam said that he was there with a group of their team that represents several firms that include Volkert, Halff and Bonton Associates working with them on this important project. One of the things they wanted to talk about today is where they are the planning process as well as what they have to look forward to. Mr. Elam said that this does include some work with the policy committee, he will describe that briefly, but it also involves a lot of community outreach. Their teams are out amongst the various parishes, cities, and events collecting a lot of input. Part of this process is again, following through on the investment that's being made in an alternative infrastructure.

Please see the attached slides for Mr. Elam's presentation update for the SS4A Regional Action Plan.

Mrs. Askew-Brown wanted to say that the Bossier City MPC is in full support of this effort. Mr. Rogers came to their MPC meeting this past Monday, August 12, 2024, to talk about the increased need for public input and the MPC board allowed him to put out additional signage so that people could have their input and have their say. She just wanted to say that she appreciates what they do, and they stand behind them.

Mr. Elam said that they do have yard signs, stickers and other things because it's good in dropping the input and gathering the information. They appreciate their support.

3. I-49 ICC – Providence / Stantec

Mr. Rogers said that next they had Mrs. Oriol from Providence to give an update on the I-49 ICC (Inner-City Connector) project and what has taken place since the last update and where we go from there.

Mrs. Oriol said thank you for inviting them back and basically requesting that they are held accountable from the schedule they provided back in June. She said that the NEPA process is not fast and they're doing everything they

can to keep it moving. They're happy to say that they're not off schedule based on what they presented two months ago. They have a completed draft Cultural Resources Survey (CRS) for the build Alternative 3A. It has been turned in and is being concurrently reviewed at FHWA and DOTD at this time.

Mrs. Oriol wanted to give huge thanks to Secretary Donahue for really supporting these concurrent reviews. For people that don't know the process, it would normally go to DOTD then FHWA, then be revised and go back to DOTD then FHWA. Next it would go to SHPO. By doing these concurrent reviews it's saving a lot of time. They presented that time savings in that schedule because they have those commitments from FHWA and DOTD to review those things together. As far as the Cultural Studies goes, once they have the comments back, they'll get a revised report back and it will be FHWA's approval that will transport that to SHPO for their review. So, there is still more review to be done, but at least it's moving forward, and they have that work completed. Mrs. Oriol stated that because they don't have a preferred alternative, there's a lot of work they can't do, but some that they can. They have initiated what is called a Context Sensitive Solutions (CSS) stage of the project. CSS is where they try to create a facility that's in harmony with the environment that exists. Stantec will have representatives in Shreveport next week. They're going to have meetings, do some field work, and start gathering more data to present concepts that will go with the project because it doesn't matter what alternative is chosen, there will still be a need for that project to coordinate with that environment that it's in. That process has been initiated and there will be people in town next week getting to work on that.

Mrs. Oriol said that the next process they can work on now is the Environmental Justice Analysis. Again, it's going to apply to all the alternatives so they can move forward with that. They can't finish it till they have a preferred, but they can at least get that report ready and wait for the preferred to figure out what, or if any mitigation will be required. Those things are going on right now, but it's not things the MPO committee will see as they're happening. They're not things the public is generally going to see because they're happening. Some of the CSS will involve the MPO committee and they'll involve the public, but not until that data collection phase is over. Once they have that they're going to go meet with some local folks and get with Dr. Joyner, and some Cultural Resource related people, some Arts Council and try to develop some ideas in the neighborhood in the Pastor's committee. Those are some of things going on, but they're moving on and trying to do everything they can to keep the project moving forward.

Mr. Ford wanted to verify that they are on schedule and the draft EIS is what they are trying to get to by the end of the year.

Mrs. Oriol stated that they are on schedule and the draft EIS will be the end of the first or second quarter of next year. By the end of the year what they need is a preferred alternative. That will enable them to get to the draft EIS.

Mayor Arceneaux wanted to say thank you. They had a very long, detailed conversation with Mr. Ford, Mr. Clay Walker, Mr. Rogers to go over the steps that are being taken. He appreciates her candor in that meeting, and they look forward to them staying on schedule.

Please see attached slide for Mrs. Oriol's update for I-49 ICC.

Announcements

Mr. Rogers invited everyone to the Jimmie Davis Groundbreaking Ceremony that will be taking place on Tuesday, August 20, 2024, at Riverpark Church in Shreveport at 1:00 p.m. Secretary Donahue, Governor Landry, and several others have been invited and will attend.

Next regular schedule MPO meeting is Friday, September 20, 2024.

Mr. England wanted to say thank you to Secretary Donahue for being there today and for talking about the projects in their region. He stated that he is with the Caddo-Bossier Port, and one of the members of the MPO. He along with one of his commissioners, Mrs. Bryant, wanted to thank Secretary Donahue and his staff for moving along the I-69 Service Road project. Currently it's in Consulting Contract Services, soon to be released to Stanley Consulting Services for their signature. When this project got started with Dr. Kalivoda, one night when they were visiting, he reminded them that there were funds left over in the I-69 project and had those funds not had allocation they would be returned for a non-state of Louisiana use. Dr. Kalivoda challenged them and gave them a directive to match the monies that were allocated in the I-69, Environmental, EIS, and NEPA process. They did! The local community (Caddo Parish, DeSoto Parish, Bossier Parish, the board, NLCOG) matched those funds. This was pre-Covid dollars. Think about how many times you have all the money in place before you ever begin the environmental assessment. Covid hit and we all know what that's done to construction cost. Here we sit and will likely see that project double in costs. Mr. England would like to ask that anything that Secretary Donahue can do, it has moved along swiftly thus far, to continue to place this project, which will very likely be under construction under his term, compared to some of the other projects they've talked about today. It's a doable project and it will connect their Port of Caddo-Bossier to I-49 with a very short ten-mile connector that will relieve pressure on the inner-city area around the Port, pressure on Fournoy-Lucas Road, and 3132. Mr. Tim Nichols has been their pointing person on that, and he does a great job for them.

Mr. England stated secondly, their Board of Commissioners met this week on Monday, and they gave an update on projects. One of which included this project, but it triggered the discussion of I-69. They have a ROD (Record of Decision) for I-69 and his board has asked him to ensure this route does not take their eye off the ball with I-69. The Service Road is a fraction of the cost and can be accomplished in a short amount of time in terms of roadway development. What they are sadly watching is Texas continues to construct I-69 to Texarkana and take Northwest Louisiana out of this mid-continental highway which connects Port Huron to Lorado Texas. Our board's concern, and what they've tasked him to do and he's going to task Mr. Rogers with, is developing a plan for this board to review. Mr. England asked what it is they can do to continue the nostalgic efforts of Mayor Lo Walker and John D. Caruthers, individuals that championed this effort of I-69 to this point? What is it they can do while they have all the assets in place, the people in place and from the regional perspective, state perspective? If I-69 isn't a part of the four MEGA projects for the state, he believes it should be given its vital importance to interstate commerce across the United States.

Mr. Rogers said that just to make a couple of comments from the staff point of view, they have a long history of encouraging one of the issues that has come up which is the way I-69 has been split up into sections, what they call sections of independent utility (SIU), and within Louisiana they are part of three of those SIU's, fourteen, fifteen and sixteen. Fourteen - coming down from Eldorado to roughly the Haughton area, fifteen - Haughton to Stonewall, and sixteen - Stonewall to Tenaha area. Part of the agreements that were put in place years ago, were that those segments that have multi-state jurisdictions, the state that had the largest mileage was to play the lead in the environmental process. The State of Louisiana played the lead on the portion from Haughton north to Arkansas. Texas is intended to play the lead in the portion of Tenaha to Stonewall area. Mr. Rogers said that he knows that they've asked the secretary's predecessors multiple times, that they have to do something to get that environmental process done from Tenaha to Stonewall because that piece has not been done. They've even approached the state in the past asking if they can at least start the process if Texas isn't willing to do it so they can start getting them to the board. He said that probably what needs to be done again is sitting down with the state and also with TEXDOT to see if that agreement could be reworked or to see what they can do to get that environmental process from Stonewall over to begin. On the other side of that, emphasis should be placed on getting the urban section, section fifteen, done, which is the Haughton to Stonewall area.

Mr. Ford wanted to say that whenever there's a hurricane in South Louisiana, and he's worked with Mr. North on this, and people are traveling North in a hurry in the amount of three days, trying to get to Minden and Ruston is very difficult. Trying to get North is difficult. They need I-49 Inner-City Connector completed so people can travel all the way to Texarkana I-30, because that's how far people are needing to go to find hotels. The I-69 loop around Bossier would make it so much easier for those folks to be able to get to that part of the state to get hotel rooms or find relatives. They've got one hundred eighteen million dollars of I-20 in Bossier under construction and they thank them very much. Then the Jimmie Davis Bridge, three hundred sixty million dollars. They have many more things needed in the area. Mr. Ford said thank you again to Secretary Donahue for coming.

Secretary Donahue wanted to speak briefly about those. What he communicated to Senator Pressly about the I-49 Inner-City Connector was that the environmental process does take a long time and knows that it creates consternation. The real issue is the funding for the construction which they currently do not have. They have some, but they don't have that project completely funded. They same are true for I-69. Of course, the Governor did issue his executive order, and they are currently taking efforts from different perspectives to improving efficiency at the agency, to demonstrate reform with the goal of next session, which is a fiscal session, of getting additional funding so they can expand the projects that they are doing. This last session, the money that they got was focused primarily on preserving their existing system. There was no capacity outside of what had already been programmed. They did get additional money, but it's specifically for the preservation and maintenance. Secretary Donahue said that it is his hope. It's not one of the four state MEGA projects, those are set by the legislature and are written in the statute. It is a daunting amount of money to preserve the existing system, to take care of those four MEGA projects, and after that, with the safety and other capacity projects. It will largely depend on the outcome of the next session and how they deal with the push to get additional funding for the department. He agrees one hundred percent. There are numerous projects all over the state that need to be funded. Having had a static revenue source for so long, nearly forty years, you can see that on the ground. There are no people at DOTD that are just sitting around, drinking coco-cola under a shade tree. They are working their butts off quite frankly. And doing it with insufficient resources. The conditions of roads and bridges across the state that they see, he feels they are directly correlated to the static funding that they've had. The increase in costs for construction with a revenue source that doesn't change to meet that rise in costs. He is hopeful and thinks we are at a time where we do have an opportunity to make the funding match the needs sufficiently more closely if it's not completely adequate. He does hope that if he comes back this time next year that they have a pathway forward on how to deliver that project as well as others. He does understand the need, it's not specific to Shreveport. He appreciates the acknowledgement of the projects that they do have because again, Shreveport is well represented, and they do have a lot of significant projects that go on in North Louisiana. Kudos to Mr. North and the work he does up here. It is appreciated and it is understood.

Adjourn

With no remaining agenda items, Mr. Ford entertained a motion to adjourn. Mr. Blanton motioned, and Mr. Clarke 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: Aug 16, 2024

Name: David Hackney

Address: 9660 Rainsback Ridge, Spout 71106

E-mail: davehacknxx@gmail.com

Phone: (318) 210-1475

I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

Finish I-49

Start I-69 Service Rd

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: 8-16-24

Name: Linda Baernacke

Address: _____

E-mail: lbaernacki@firetechsystems.com

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):

In support of proceeding
w/ 1-49 ICC Route 1A

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: 8-16-24

Name: Patricia Harrison

Address: _____

E-mail: _____

Phone: (318) 218-9008

I am representing: ☐ myself ☒ business ☐ organization

Name of business / organization: C100

Comment on Agenda Items Only

Briefly describe your comment(s):

I - 49 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: 0-13-24

Name: John Perkins

Address: _____

E-mail: _____

Phone: (313) 792-1591

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: Allendge Strand

Comment on Agenda Items Only

Briefly describe your comment(s):

249 JCC

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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.

NLCOG
Northwest Louisiana Council of Governments

THANK YOU FOR YOUR COMMENTS

PUBLIC COMMENT CARD

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Please print:

Date: 8-16-24

Name: Kopresidatue Phelps

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

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

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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.



THANK YOU FOR YOUR COMMENTS



NLCOG Metropolitan Planning Organization (MPO) Meeting

August 16, 2024



Agenda

- Project Overview
- Planning process and Initial Analysis
- Engagement Opportunities
- Next Steps



Project Overview

- Safe Streets and Roads for All (SS4A)
 - Discretionary grant program Established by the BIL
 - \$5 billion appropriated from 2022 to 2026
 - NLCOG award: \$800,000 in Federal Funding

Safety Action Plan

Planning & Demonstration Grants

- To develop, complete, or supplement a comprehensive safety action plan

Project Implementation

Implementation Grants

- To implement projects and strategies identified in an Action Plan to address a roadway safety problem

Vision Zero & US DOT Safe Systems Approach



- Vision Zero: A goal to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.
- Safe System Approach: A national effort to focus on both human mistakes AND human vulnerability to design a system with many redundancies in place to protect everyone.

8 Required Plan Elements



Leadership Commitment



Safety Analysis



Planning Structure



Projects and Strategies



Public Engagement



Policy and Process Change



Equity Considerations



Progress and Transparency

Leadership Commitment



An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries.



Must have a target year for achieving the goal of ZERO

Regional Crash Statistics

Crash Records from 2018 - 2022

74,487
Total Crashes

352 Fatal
Crashes

Fatal crash rate per 100,000 people

Caddo	– 17.5
Bossier	– 9.5
Webster	– 21.6
DeSoto	– 32.1
Louisiana	– 16.7

804 Serious
Injury
Crashes

Crash Rate Per 100,000 people

Caddo	– 3,928.6
Bossier	– 3,155.8
Webster	– 2,163.0
DeSoto	– 2,575.7

“Crash” not
“Accident”

Previous Engagement Events – (August 1st - 3rd)

- DeSoto Parish Health and Resource Fair
- Bossier Bike Night
- Caddo Commons Back to School Bash
- SporTran Intermodal Terminal
- Springhill Farmers Market
- Vivian Farmers Market



Upcoming Engagement Events

Geaux Fresh (Webster Parish)

August 16, 2024 – 11:30am to 2:30pm

Broken Bean Coffee Shop (Webster Parish)

August 16, 2024 – 3:00pm to 5:00pm

Shreveport Farmers Market (Caddo Parish)

August 17, 2024 – 7:30am to 12:30pm

Bossier Farmers Market (Bossier Parish)

August 17, 2024 – 9:00am to 1:00pm

Project Schedule

July 2024	Crash Analysis, Equity Analysis, Non-Infrastructure and Tracking Tool Memos
Aug 2024	Pop-Ups and Meetings / Goals, Objectives and Performance Measures
Sept 2024	Countermeasure Toolbox, High Injury Network Identified
Oct 2024	Dashboard Conceptual Development
Nov 2024	Dashboard Creation
Dec 2024	Plan Development, and Draft
Jan 2025	Final Plan

Next Steps

Help us spread the word to enhance engagement

- **Press Release & Media Kit**

- We are reaching out to PIOs and media outlets to distribute press releases; media kit is available on the website

- **Other Opportunities**

- Inform us of traffic safety concerns
- Notify us of presentation opportunities

After the plan is complete, pass a Vision Zero Resolution

- A Vision Zero resolution is the first step in plan implementation

Project Contacts

NLCOG:

Kent Rogers

kent.rogers@nlcog.org

ATG:

Ellen Soll, AICP

esoll@emailatg.com

504-610-3765 (cell)

Colin Ash, AICP

colina@emailatg.com

Ed Elam, AICP, PTP,
TSSP-Rail/Bus

EElam@emailatg.com

Project Website:



<https://nlcogss4a.mysocialpinpoint.com/>

Project Email Address:

nlcog.ss4a@nlcog.org





I-49 Inner City Connector SPN H.003915

Project Status

DOTD and Providence provided a project update to the MPO during their meeting of June 28, 2024. A new schedule was provided that accounted for the delays in getting the field work underway for the cultural resources surveys, traffic study data concurrence, and FHWA review times required for the draft Environmental Impact Statement, legal sufficiency review, and Civil Rights complaint.

As of August 2024:

The project remains on the June 2024 schedule.

The draft Cultural Resources Survey (CRS) is under review at FHWA, DOTD, and Providence. This concurrent review should speed up review times. Upon any revisions and subsequent approval from FHWA, the CRS will be submitted to the SHPO for review, concurrence, and direction.

The Context Sensitive Solutions process (CSS) has been initiated. This process requires some level of field review prior to the development of concepts and community input. Due to the time required to develop and vet concepts and since CSS is required regardless of the build alternative that may be the preferred, the process is underway, and a field visit is scheduled for the week of August 19th.

Likewise, the Environmental Justice Analysis is also underway. The Environmental Justice Analysis encompasses all the build alternatives. It cannot be completed until a preferred alternative is identified, as mitigation, if needed, will be identified in the document.

The project team will continue to advance work within the guidelines of NEPA that can be initiated while awaiting the identification of a preferred alternative.



Metropolitan Planning Organization Transportation Policy Committee

October 18, 2024 - 9:00 am
Government Chambers at Government Plaza
505 Travis St, 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 August 16, 2024](#)

2. Transportation Improvement Program (TIP)

TIP Amendments and Modifications
None at this time

PROJECT UPDATES

3. I-49 ICC – [Context Sensitive Solutions](#)

4. I-20 Rehab

5. Jimmie Davis Bridge

6. I-69 Service Road

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, November 15, 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 18, 2024 (9:00 AM)

Government Chambers at Government Plaza
505 Travis St., Shreveport, LA 71101

Members' Present

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

Members Absent

Mayor Tommy Chandler – City of Bossier City
Mr. Alan Clarke – MPC City of Shreveport
Mr. Butch Ford – Bossier Parish
Mr. Michael Norton – DeSoto Parish

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Mrs. Savannah Williams – NLCOG
Mrs. Heidi Stewart - NLCOG
Mr. Adam Driskill - NLCOG
Mrs. Rita Arnold – NLCOG

Call to Order

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

Public Comments

Mrs. Bryant stated that they had two public comments. She reminded them of the allotted three minutes.

Mr. Magner was the first to comment. He wanted to start off first by thanking the board for the opportunity to speak before them again. Mr. Magner wanted to reinforce the business community's support for I-49 and commend all the people for their renderings. It's going to be an exciting opportunity to begin a dialogue about the future of the community and how they can help foster some exciting development in that area. Mr. Magner also wanted to congratulate the Port on the funding for the I-69 Service Road. It's an important connector for their community.

Mr. Hackney was next to comment and said "good morning" to everyone. He said that Mr. Magner wins the "Best Dressed" award this morning. Mr. Hackney stated that at the August NLCOG meeting that was held there in the Government Plaza Chambers, he learned something new. He had made a brief comment about hoping they could get I-49 completed and I-69 started. He said that Mr. England also raised the issue of keeping I-69 on the radar screen. Mr. Hackney says that he went home during the month of August, early September and started searching around to find out what's going on in Texas as far as I-69 is concerned. He contacted a group called the Alliance for I-69 Texas. He got a very detailed, impromptu response from them and he shared it with Mr. Rogers in anticipation of the September NLCOG meeting that was cancelled. He more recently shared that with Mr. England. Mr. Hackney said that he wasn't going to read it all, but he's submitted a copy with his card. All he wanted to say was that in big engineering projects, one of the axioms is to manage the interfaces. Texas and Louisiana are one interface of the project. If you also look in Texas, between two of their districts, he thinks Lufkin and Atlanta, has an interface, SIU-16. Louisiana has SIU-15 approved, a ROD, and Texas isn't really doing anything. He feels that getting a plan to make a plan for I-69, it may not happen in our lifetime, but he thinks it's an important project for this area. A little bit of work now might pay some dividends in at least getting a plan so that our kids can see I-69 through Louisiana. *(Please see attached documents provided by Mr. Hackney below)*

Mr. Perkins asked if he could speak for a minute about I-49. He wasn't planning on commenting today but changed his mind.

Mr. Rogers told him that he's more than welcome too, but to please fill out a Public Comment Card before leaving.

Mr. Perkins stated that he's with Allendale Strong and he's there to repeat that they support I-49, but they want to follow national trends and not build it through the neighborhood that was rebuilding itself. Mr. Perkins said that they were rebuilding homes and qualifying new owners that didn't qualify for regular loans, and they had jobs. He doesn't know why they want to build right through where they are doing that. They actually support I-49 Build Alternative 5, which they lobbied to get considered. Mr. Perkins said there's also another national trend that's called "Fix the Bad Before You Add". He drives 3132 every day and it's dangerously corrupt. It was built when he was in college, and he's retired now. Mr. Perkins said that it could use the federal dollars, eighty percent of a billion dollars, to fix it. The local buy-in would be two hundred thousand dollars, twenty percent of the billion dollars, suggested price. So why not spend those federal dollars on fixing the bad before we add? Shreveport is probably eighty-five percent of surface concrete and asphalt. Mr. Perkins asks why add more when it was trying to rebuild itself? Let's consider all of the options.

The other point that Mr. Perkins wanted to make is that twice, since he's been paying attention, FHWA has issued a NO BUILD and suggested using 3132 if it is necessary. One of the reasons they support that is because it makes so much conservative sense with our tax dollars. What they wonder is if FHWA has said twice, NO BUILD, because it breaks two federal laws including the 1965 Transportation Act and the 1966 NEPA Act, why do they keep bringing it back up? They say no, then in a few years when they get the ROD, they'll just start it all over again and spend tax dollars on something that's illegal to build.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the August 16, 2024, meeting. Mr. England motioned, and Mr. Blanton seconded to approve the minutes as provided. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

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

Mr. Rogers stated that there were no amendments or modifications at this time.

Project Update

1. I-49 ICC – Context Sensitive Solutions

Mr. Rogers said the first project update was the I-49 Inner City Connector. Unfortunately, Mrs. Oriol was unable to be here today, she will be here later next week, but she actually lives in Florida and doesn't have a home right now. Mr. Rogers went over the information for the update for I-49. *(Please see attached documents for the full review.)*

2. I-20 Major Rehabilitation

Mr. Rogers said that three of the four Old Minden Road ramps reopened on October 15, 2024. The WB on-ramp is to reopen the week of October 21, 2024. The Industrial Drive ramps are currently being reconstructed and will be shifting into Phase 3 on the night of October 27, 2024. The Eastbound traffic will be shifted onto newly built travel lanes over the course of five nights, beginning at Industrial Drive. Westbound traffic will be shifted soon after in the coming weeks. The project is approximately forty-seven percent complete and remains on track for the late 2025 completion.

Mr. North said that they're looking at about fourteen months left on this project. It seems like a long time, but if you look at all the time it took to get this planned out and under contract, fourteen months, he can almost hold his breath for that time.

3. Jimmie Davis Bridge

Mr. Rogers said that the test shaft is to be poured soon. Extensive clearing, grubbing and dirt work have been completed. The project will be shifting toward bridge construction in the coming weeks.

Mr. Rogers asked to let the record reflect that Mayor Arceneaux has arrived.

Improvements to LA 511 on both sides of the bridge will continue. The impacts to traffic on the existing bridge are expected to be minimal at this time. Mr. Rogers asked Mr. North if he wanted to add anything else.

Mr. North said that he's had some comments from the public about nothing going on with the project and he can assure them that it's far from the truth. They now have barges in the water and cranes on the barges. Mr. North said that there's been a great deal of activity that is not necessarily visible from the drive-by perspective you get. He is very pleased that this project is moving forward very quickly, and he's excited about it. They're working through a great deal of details. There's a constant stream of email traffic coming across his desk. It's a very, very active project.

4. I-69 Service Road

Mr. Rogers stated the last update was for I-69 Service Road and he was going to let Mr. England take it from there.

Mr. England stated that for the I-69 Service Road, for those that didn't see the announcement this week from Senator Cassidy's office, they were successful in obtaining an INFRA grant. They had applied for this grant twice before with the help of the people in this room and with the third time being the charm, they were awarded twenty-two plus million dollars. Mr. England said that for those of you that recall, this is a project that was set to design construction right about the time of Covid timeframe. It was around a thirty-million-dollar project and is now around eighty-one million dollars. He knows that all of them have experienced the cost escalation for construction, especially roadways. As it stands right now, they are awaiting the official notification. They were notified, of course, by the officials that it had been awarded, but they have some paperwork to do obviously after they receive the official announcement and the paperwork from DOTD. Mr. England stated that he'd be remised if he didn't share that when they raised the initial funds for this project, Caddo Parish stepped up with funds, DeSoto Parish, Bossier City, Bossier Parish, of course NLCOG. They have a breakdown of all the costs and how it all comes together. The message today is that the project is fully funded once again at eighty-one-million dollars. With the twenty-two million from the INFRA grant, there's another thirty million from the State of Louisiana, and that trailing twenty-nine million dollars is the money he just mentioned from Caddo Parish, DeSoto Parish, Bossier City, Bossier Parish, NLCOG and the Port for that matter. Going forth late last month, DOTD executed the contract with Stanley for the design. There are segments of this roadway that will likely be under construction as early as late next year. This ten-mile connector from the Port to I-49 originates at Robson Road and ends at LA 3276, which is Stonewall Frierson Road at I-49 where there's a car dealership. Last but not least, the Port Commission followed a master plan and obtained two thousand acres, and this roadway will be providing access to those two thousand acres. Now it's Industrial Road, Frontage. The citizens' twenty million dollars investment is about to see multiples in terms of return on their dollars. Mr. England told Mr. Rogers thank you for all his support and helping them get through this.

Mrs. Bryant wanted to say thank you to Mr. England. She said they appreciate the fact that when they receive unfortunate news that with the amount of the shortage, he didn't give up and kept trying and now he's successful. She wanted to thank him for continuing that process and seeing it through.

Mr. England said that the real hustle behind all this is sitting in the audience, Mr. Tyler Comeaux. He's the expert and he's the one that lost a lot of sleep over this and has pulled out a few hairs over all this. The real praise goes to Mr. Comeaux.

Announcements

Mr. Rogers said that the next regular scheduled MPO meeting is Friday, November 15, 2024.

Adjourn

With no remaining agenda items, Mrs. Bryant entertained a motion to adjourn. Mr. Blanton 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, 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: 10/18/24

Name: TIM MAGNER

Address: 400 EDWARDS ST

E-mail: TIM.MAGNER@SHREVEPORTCHAMBER.ORG

Phone: () _____

I am representing: ☐ myself ☒ business ☐ organization

Name of business / organization: GREATER SHREVEPORT CHAMBER

Comment on Agenda Items Only

Briefly describe your comment(s):

1-49

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.

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: Oct 18, 2024

Name: Dave Hackney

Address: 9660 Railsback Ridge

E-mail: davehackcox@gmail.com

Phone: (318) 210-1475

I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

I-69 - see attached

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

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davehackcvx@gmail.com

From: Don Rodman <don@therodmanco.com>
Sent: Wednesday, September 11, 2024 3:46 PM
To: davehackcvx@gmail.com
Cc: Jennifer Shepard
Subject: RE: I-69 Alliance and SIU-16

SIU-16 extends from Nacogdoches across the border and to SIU-15 at Stonewall.

The program that provided 90% federal funding for new interstates no longer exists. Since the 1980s all new interstate miles must be funded by each state using their state and federal funds. This makes it very difficult for Louisiana to initiate any new interstate projects. Texas is in a better position to fund new projects on I-69, I-14 and I-27 but these incremental projects still have to compete with all other highway system projects in the state for funding.

Texas is the lead agency on formal environmental clearance for SIU 16. It is my understanding that this has been in suspense for more than a decade as neither state is ready to fund projects in this segment.

Texas has conceptually decided to generally follow US 59 and US 84 from Nacogdoches to Joaquin but no specific route studies have been completed to define possible relief routes at Garrison, Timpson, Tenaha and Joaquin/Logansport. It is also my understanding that Louisiana has not done a route study for the section from the Sabine River to Stonewall. Texas/Louisiana coordination will be required to select an appropriate point for an interstate footprint to cross the state line.

Texas has generally adopted a policy of not initiating route studies and environmental review until it is likely the state will have funding to move forward before the environmental work is outdated and must be redone.

TxDOT has pursued a program over the past decade of building interstate standard relief routes around communities on the I-69 corridor as a way to improve local traffic flow and safety, and to remove thru traffic from the historic center of these communities. The projects at Shepherd, Diboll and Corrigan are examples.

TxDOT has also indicated that to the degree practical it will be funding new interstate incremental projects that extend the existing system rather than building new freeway miles that will not be connected to the national interstate system when they are complete.

Don Rodman

State Adviser

Alliance for I-69 Texas



Cell: (361) 877-0409

don@therodmanco.com

109 Blooming Yucca, San Marcos, TX 78666

From: davehackcvx@gmail.com <davehackcvx@gmail.com>
Sent: Wednesday, September 11, 2024 1:09 PM
To: Jennifer Shepard <jennifer@jgshepard.com>
Subject: I-69 Alliance and SIU-16

Jennifer,

I found the I-69 Alliance website and thought I'd drop you an email.

Having lived in the Houston area, two different times during my 39-year career with Chevron, and now retired in Shreveport, LA, I have travelled and seen much of the I-69 corridor in East Texas. There's been a lot of progress, but also a lot more work to be done. I hope I live long enough to see it completed! The main reason I am writing you is to find out a bit more on SIU-16, the segment going from Tenaha, TX to Hwy 171, on the south side of Stonewall, LA.

Looking forward to hearing from you.

Dave Hackney
318-210-1475

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: 10-18-24

Name: John Perkins

Address: 310 Gentilly Circle

E-mail: Perkwrite@gmail.com

Phone: (318) 393-0759

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: Altenale Strong

Comment on Agenda Items Only

Briefly describe your comment(s):

I 49 supporting BAS

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I-49 Inner City Connector SPN H.003915

Project Status

DOTD and Providence provided a project update to the MPO during their meeting of June 28, 2024. A new schedule was provided that accounted for the delays in getting the field work underway for the cultural resource's surveys, traffic study data concurrence, and FHWA review times required for the draft Environmental Impact Statement, legal sufficiency review, and Civil Rights complaint.

As of October 18 2024:

The project remains on the June 2024 schedule.

The draft Cultural Resources Survey (CRS) was transmitted to SHPO for review, concurrence, and direction on September 10, 2024. On October 10, 2024 SHPO responded to DOTD with comments. There are 589 LHRI (Louisiana Historic Resource Inventory) Standing Structure forms to accompany this CRS Report. 311 of these had previously been reviewed and 278 are either new or revised based on Alternative 3A. The SHPO's comments have been forwarded to the consultants on September 11, 2024 for review and corrections.

The Context Sensitive Solutions/Community Connections process (CSS/CC) has been initiated. Due to the time required to develop and vet concepts and since CSS is required regardless of the build alternative that may be the preferred, the process is underway. Representatives from Stantec's team conducted a field visit and some interviews with local leadership, academics and stakeholders (such as the Arts Council) the week of August 19th. As a result of this visit, the CSS design team developed an understanding of the community in which the I-49 ICC is proposed, created an outline of guiding principles and study maps, and is presently developing inspiration boards. (see presentation) These tasks are centered on educating the stakeholders on the process of CSS/CC and will be presented during a series of curated presentations to solicit input and establish a prioritization of elements that will be brought forward through an iterative process of elimination toward final CSS/CC concepts.

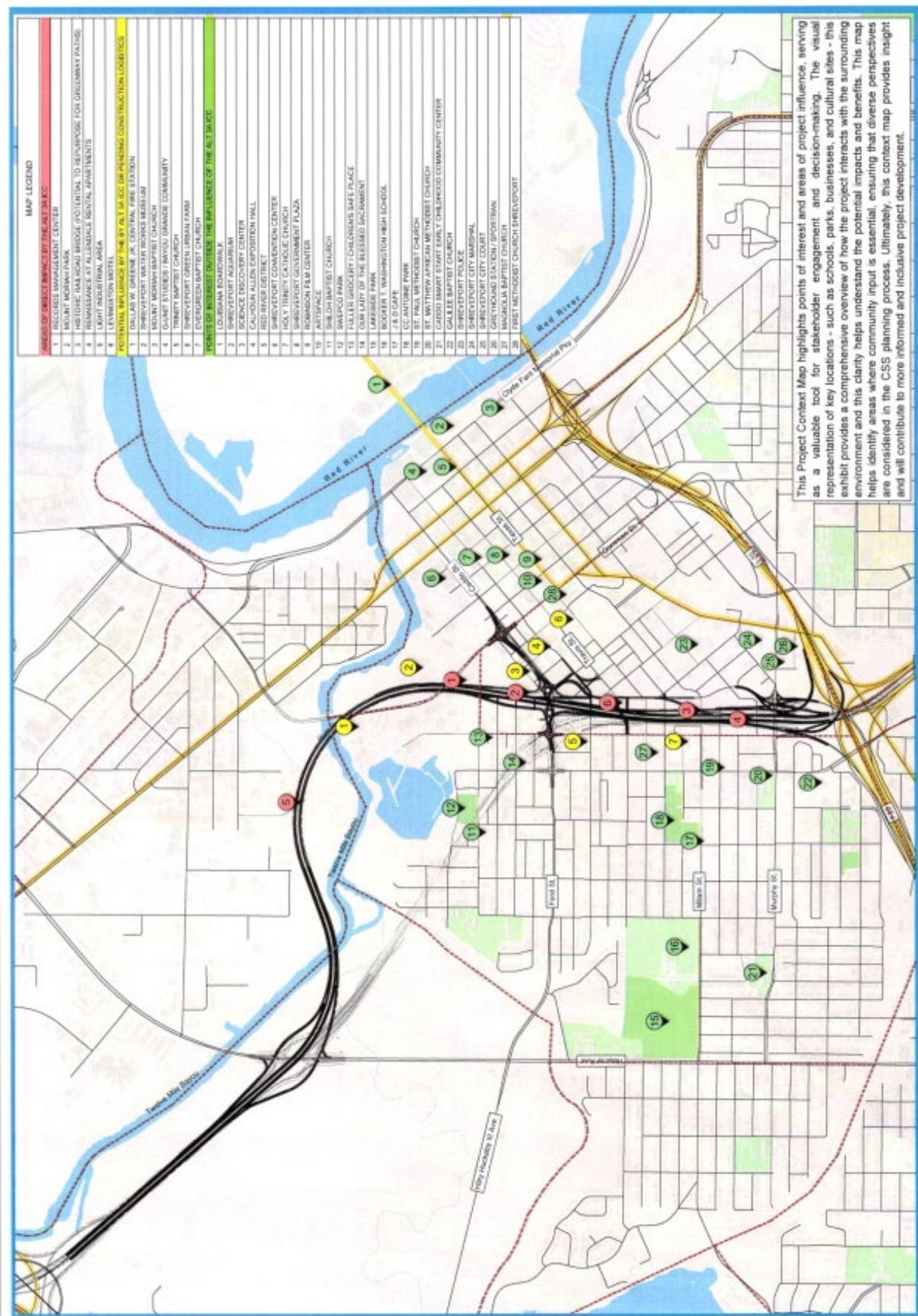
The Environmental Justice Analysis is continuing. The Environmental Justice Analysis encompasses all the build alternatives and has extensive details on outreach conducted since 2011. This document is a standalone document that will accompany the Environmental Impact Statement, however, it cannot be completed until a preferred alternative is identified, as mitigation, if necessary, must be identified in the document.

The project team will continue to advance work within the guidelines of NEPA that can be initiated while awaiting the identification of a preferred alternative. Identification of the preferred alternative is critical to the schedule, as it allows all the remaining technical studies to be initiated (such as wetlands finding, noise analysis, *etc.*).

To that end, we are working on compiling a draft of the alternatives chapter for submittal to DOTD and FHWA once the cultural resources review has been completed. This draft chapter will provide a comprehensive comparison of all the alternatives (build and no-build) and allow DOTD and FHWA to consider identifying a preferred alternative.

[illegible]I-49 ICC Context Sensitive Solutions (CSS)
Project Context Map - I-49 ICC Corridor Alignment

This study represents a second study by researchers interested in the effects of the use of a computer on the learning of a second language. The study is limited by the small sample size, the lack of a control group, and the lack of a pre-test. The study is also limited by the lack of a pre-test. The study is also limited by the lack of a pre-test.



MAP LEGEND

- EXISTING IMPROVED ROADWAYS
- EXISTING SECONDARY ROADWAY CONNECTION
- OPPORTUNITY FOR ROADWAY MITIGATION
- OPPORTUNITY FOR GREENWAY TRAIL CONNECTION
- COMMUNITY CONNECTIONS TO GREENWAY TRAIL
- POINTS OF INTEREST ALONG COMMUNITY CONNECTIONS

[illegible]

Comparable Reference Projects

The Underline

Miami, FL

This comparable has features that include:

- Multi-modal pathways
- Rest areas and shaded seating
- Community gathering areas
- Recreational amenities



The High Line

New York, NY

This comparable has features that include:

- Repurposed rail corridor
- Pedestrian pathways
- Naturalized plantings
- Public art



Atlanta Beltline

Atlanta, GA

This comparable has features that include:

- Multi-modal paths and trails
- Looped connections within the city
- Event spaces
- Public art

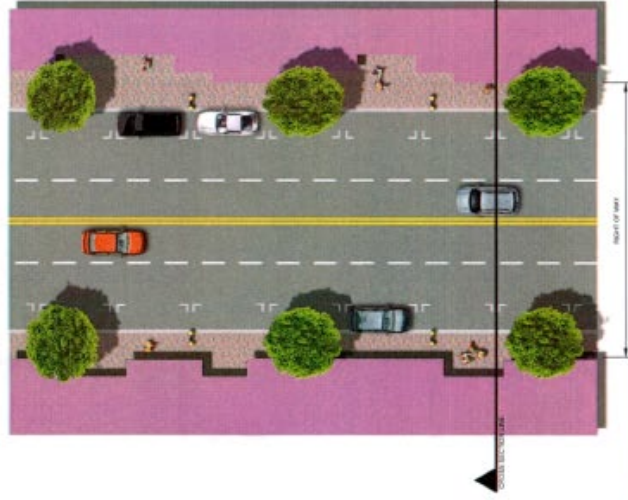


I-49 ICC Context Sensitive Solutions (CSS) Comparable Reference Projects





TEXAS STREET - CROSS SECTION



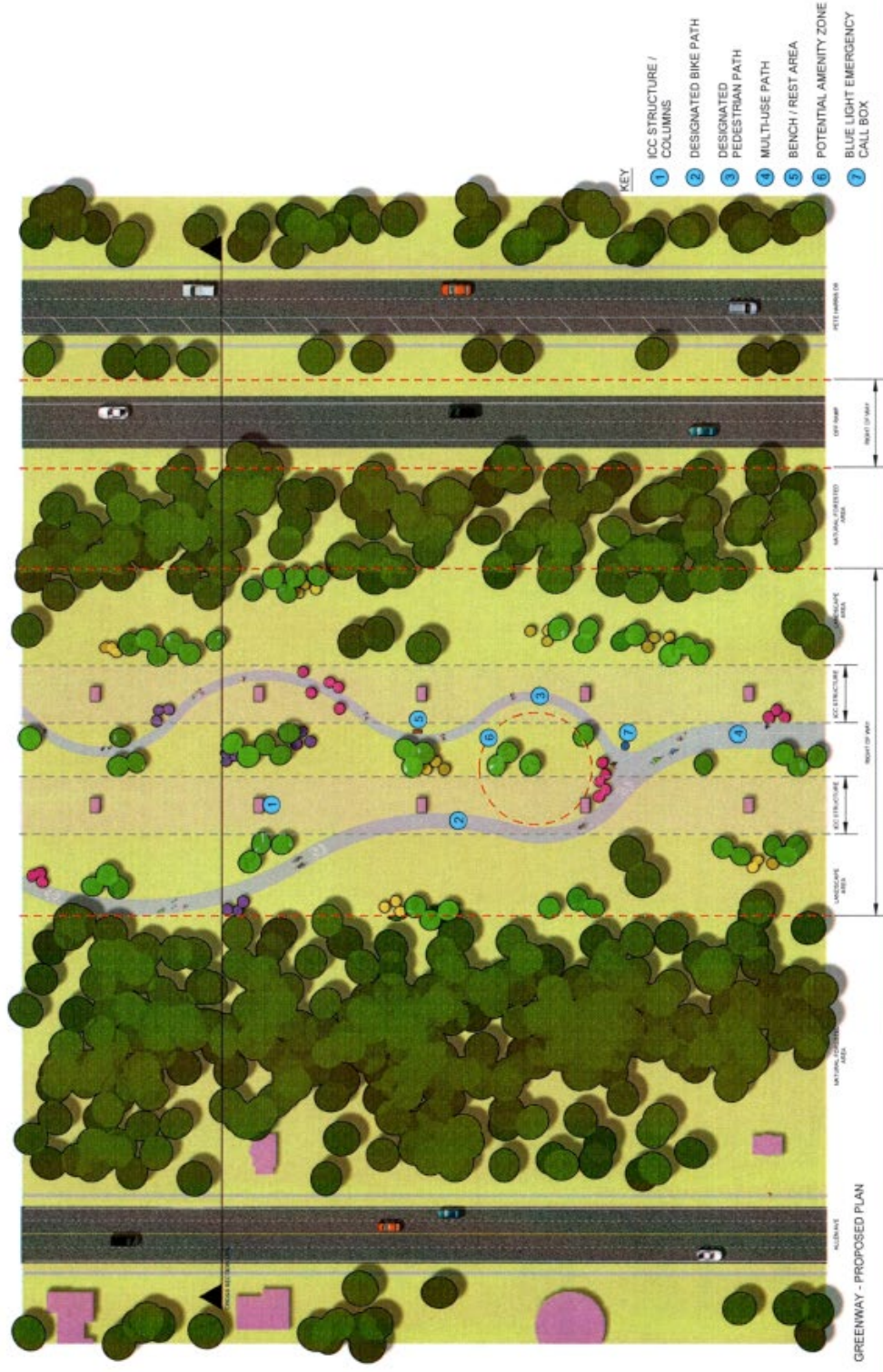
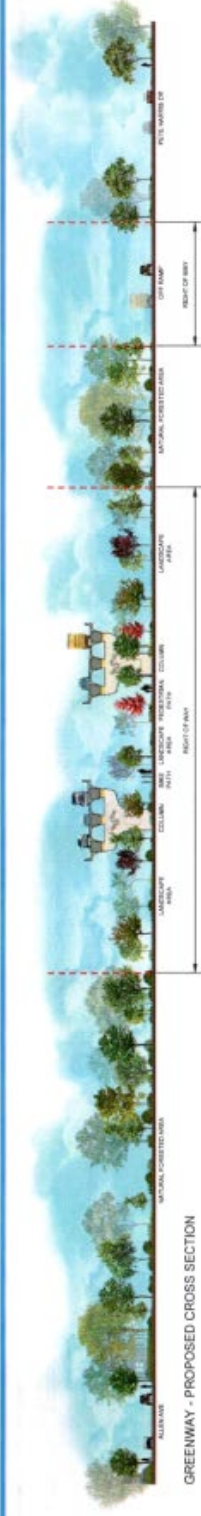
TEXAS STREET - PLAN VIEW

As an example, a complete street similar to Texas Street that connects to a greenway via local streets promotes a safe and accessible environment for all users, encouraging walking, biking, outdoor recreation, and engaging in local commerce. This seamless integration enhances community connectivity, providing residents with diverse transportation options.

This article representation is illustrative only. No intended processes are designed or intended to be used as an actual design or actual construction. The reader is advised to consult with the appropriate authorities for more information and to consult with the local government for more information. No liability is assumed by the author for any errors or omissions in this document.

I-49 ICC Context Sensitive Solutions (CSS) Comparable Local Improved Roadway Connections - Texas Street Study





This whole representation is intended solely for conceptual purposes and should not be interpreted as an accurate depiction of actual conditions. The imagery and ideas presented may involve abstraction, exaggeration, or distortion to convey limited and simplified illustrative examples. All research was encouraged to engage with the work as a creative exploration, rather than a literal interpretation. As such, no expectations regarding representational accuracy or method representation should be derived from this article.

I-49 ICC Context Sensitive Solutions (CSS)
Suggested Greenway Concept



ICC STRUCTURE / COLUMN
NATURE THEME



ICC STRUCTURE / COLUMN
ART IN PUBLIC PLACES THEME



THE "NATURE THEME" IS INTENDED FOR APPLICATION NORTH OF FORD STREET TO SUGGEST HARMONY WITH THE NATURAL SURROUNDINGS OF TWELVE MILE BAYOU AND ITS ESTUARY AREAS. THE "ART IN PUBLIC PLACES THEME" SUGGESTS LOCATIONS SOUTH OF FORD STREET WITHIN THE MORE VISIBLE PEDESTRIAN PARTS OF THE GREENWAY AND PROVIDES A MEANS OF ENGAGING LOCAL ARTISTS AND RESIDENTS IN CREATING PUBLIC ART THAT REFLECTS COMMUNITY IDENTITY, CULTURE, FAITH, AND PRIDE.

Community Inspiration and Character Concepts

FOOD TRUCKS and DINING VENUES

The introduction of food accessibility initiatives and food trucks within a greenway can dramatically improve community health by providing residents with fresh, nutritious options that are otherwise scarce. These mobile vendors not only address food insecurity but also create lively social hubs that encourage community interaction and support local economies, fostering a sense of belonging and well-being.



OUTDOOR PERFORMANCE SPACES

Outdoor performance spaces within a greenway create dynamic venues for artistic expression, bringing music, theater, and cultural events into the heart of the community. These spaces foster social engagement and inclusivity, allowing residents to gather, celebrate, and connect through shared experiences in a natural, scenic environment.



I-49 ICC Context Sensitive Solutions (CSS) Community Inspiration and Character Concept Images

This website is intended to provide a visual context for the proposed project and should not be interpreted as an endorsement of any specific design or construction. The project is subject to change and the final design will be determined by the project team. The project is subject to change and the final design will be determined by the project team.



Community Inspiration and Character Concepts

RECREATION and PLAY

Recreation and multi-generational play areas create inclusive spaces where people of all ages can engage in physical activity, fostering family bonding and promoting social interaction among community members. By offering diverse activities that cater to different skill levels and interests, these areas promote health, well-being, and enriching the lives of all who visit.



PATHWAYS AND TRAILS

Recreation trails and multi-modal paths within a greenway enhance community connectivity by providing safe, accessible routes for walking, biking, and other activities, encouraging healthier lifestyles. These trails not only promote outdoor recreation and exploration but also foster social interaction and environmental awareness, enriching the overall quality of life for residents.



This white representation is intended solely for illustrative purposes and is not intended to be used as a final design. The white representation is intended to convey the general concept and character of the proposed project and is not intended to be used as a final design. The white representation is intended to convey the general concept and character of the proposed project and is not intended to be used as a final design.

I-49 ICC Context Sensitive Solutions (CSS) Community Inspiration and Character Concept Images



Community Inspiration and Character Concepts

ART IN PUBLIC SPACES

Art in public spaces enriches the environment by adding aesthetic value and inspiring creativity, making the area more inviting and engaging for locals and visitors alike. Additionally, these artistic expressions can foster community history, identity, and pride, encouraging social interaction and dialogue among residents as they connect through shared cultural experiences.



PAVILIONS and SHADE STRUCTURES

Focal points like pavilions and shade structures provide essential gathering spaces that enhance the usability and comfort of the area, encouraging community interaction and relaxation. These features not only offer refuge from the sun and elements but also serve as landmarks that promote a sense of place and safety, making the gateway more inviting for all visitors.



This entire presentation is intended solely for informational purposes and should not be construed as an offer of any financial product or service. The information is not intended to be used as a basis for any investment decision. The information is not intended to be used as a basis for any investment decision. The information is not intended to be used as a basis for any investment decision.

I-49 ICC Context Sensitive Solutions (CSS)
Community Inspiration and Character Concept Images





Metropolitan Planning Organization Transportation Policy Committee

November 15, 2024 - 9:00 am
Government Chambers at Government Plaza
505 Travis St, 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 18, 2024](#)
2. **Transportation Improvement Program (TIP)**
[TIP Amendments and Modifications](#)
3. **Coordinated Human Services Transportation Plan**
[Introduction of draft plan for public comments](#)
4. **Regional Active Transportation Plan – ATG**
[Introduction of draft plan for public comments](#)
5. **SS4A Regional Safety Plan – ATG**
[Project Update](#)
6. **I-49 ICC**
[Project Update](#)
7. **Red River Expressway – Tim James**
Project Update

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, December 20, 2024.

ADJOURN



Metropolitan Planning Organization Transportation Policy Committee

December 06, 2024 – 9:30 am
Government Chambers at Government Plaza
505 Travis St, Shreveport, LA 71101

*This meeting is a combined reschedule of the
November 15, 2024, meeting and regular
scheduled December 20, 2024, meeting.*

AGENDA

CALL TO ORDER

INVOCATION & PLEDGE

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

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[Introduction of draft plan for public comments](#)
- 5. SS4A Regional Safety Plan – ATG**
[Project Update](#)
- 6. I-49 ICC**
[Project Update](#)
- 7. Red River Expressway – Tim James**
Project Update Postponed till later date.

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, January 17, 2025.

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 06, 2024 (9:30 AM)

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Mr. Alan Clarke – MPC City of Shreveport
Mr. Butch Ford – Bossier Parish
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Mrs. Erica Bryant – Caddo Parish
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Mr. David North – LaDOTD District 04
Mr. Dinero' Washington – SporTran

Members Absent

Mayor Tom Arceneaux – City of Shreveport
Mr. Bruce Blanton – Webster Parish

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Mrs. Savannah Williams – NLCOG
Mrs. Heidi Stewart - NLCOG
Mr. Adam Driskill - NLCOG
Mrs. Rita Arnold – NLCOG
Dr. Shelly Barrett – 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. Washington 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. Mr. Washington began the invocation followed by Mr. Norton, leading us in the Pledge of Allegiance. Mr. Ford asked Mr. Rogers to begin the roll call. Mr. Rogers called roll. A quorum was present.

Public Comments

Mr. Ford asked if there were any public comments. Mr. Chevallier stated they had two comments and reminded them of the allotted three minutes.

Mr. Hackney was the first to comment and stated that he would try to keep it under a minute, how about that. *(Please see the attached documents provided by Mr. Hackney below)*

Mr. Perkins was next to comment. Mr. Perkins said, “good morning” and that he could be brief too. He stated that he was representing Allendale Strong today on the I-49 subject. It’s been twice rejected by FHWA, and a NO BUILD decision came down pretty recently, and maybe even a third time. Mr. Perkins said it’s illegal and that’s one of the first things he did when he looked it up was to see why they build highways through cities, all the laws around that, and all the sorts of things he learned as a student to look for. He said that there’s not a good reason to build a highway through a city. It destroys cities. Mr. Perkins stated that their mayor was recently in Philadelphia where they’re removing inner-city highways and Dallas is removing their second inner-city highway. He said they don’t actually help black neighborhoods when you build them through a black neighborhood, they destroy them. The air, which they recently learned, particularly the air in Shreveport, is horrible. You don’t want to bring more particulate matter into the air from highways into the neighborhoods. That just seems preposterous. Mr. Perkins said that as he’s looked this up, the first thing he’s asked is why they build highways through cities and what’s the advantage for the city. What he’s found across the board and across the internet is that there’s not an advantage. It actually harms cities. It’s probably why Dallas is removing their second one now, I-345 between downtown and an African American neighborhood. They’re going to bury it underground. Mr. Perkins said he found a study summarized by UC Davis, that’s the University of California, in Davis, California, Institute for Transportation Studies. Capacity expansion does not increase employment or other economic activity. Economic development and job creation are often seen as compelling reasons. It goes on to say, but there’s no evidence of that advantage. In fact, one would think they’d be building a MEGA plant hiring thousands of people to build it for fifteen years, then thousands more to work in the MEGA plant in Monroe, if three highways were helpful. They’re not. It won’t be there. Mr. Perkins said they still stand opposed. They had another year of great fundraising and they’re ready to take it to court with the 1965 Transportation Act which forbids it. And the 1966 NEPA, National Environmental Protection Act, that also forbids it. He’ll continue to meet and talk with them, but so far, he hasn’t learned anything that makes it sound like a good idea for Shreveport. Mr. Perkins thanked the committee and said he appreciated their time.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes for the October 18, 2024, meeting. Mr. Washington motioned, and Mr. Norton 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) – Amendments and Modifications

Mr. Rogers stated that in terms of LADOTD Projects, Administrative Modifications, they had none at this time.

They have a series of Amendments for Introduction for public comment. The first of those being **I-20:**

Monkhouse to I-49. The construction year has moved to 2028 which removes it from the current TIP. Mr. Rogers said that when they say they're moving it out of the TIP, it doesn't mean the projects are dead. The TIP years go through FY 2026. So, if it moves out of FY 2026, it just moves out of the current TIP. That's all that's happening.

The **US 80: KCS RR Overpass:** Add the engineering phase in FY 2025.

US 71: ICG Railroad Overpass Rehab: There's a couple of things such as moving the engineering design from FY 2024 to FY 2026. Construction moved from FY 2026 to FY 2028, therefore removed from TIP.

US 71: Market St Bridge over ICG RR: Construction moved from FY 2025 to FY 2027; therefore, removed from TIP.

US 80: Bridges near Minden: Adding the engineering design phase within the current TIP.

LA 3008: Bridges near Cotton Valley: Construction moved from FY 2024 to FY 2027; therefore, removed from TIP.

Mr. Rogers said that as far as Amendments for Adoption, they had none at this time. For their 200K program, they had a couple of Administrative Modifications dealing with the City of Shreveport's pavement program. First for the asphalt rehab, change the engineering design and funding amount. Also, it will change the FY from 2024 to 2025. For the panel replacement, move engineering design from FY 2024 to FY 2025.

Amendments for Introduction for Public Comment include I-69 Frontage Road (Stonewall Frierson portion of that). There's some environmental refresh they have to do so that's just adding that environmental phase to the current TIP year. That's part of the overall contract that has been issued and signed with Stanley. **The Oil City**

Shared Use Path: the local entity (the City of Oil City), requested to remove this project.

Mr. Rogers stated for the STBG>200 K Amendments for Adoption, there were none at this time.

For Transit Programming, Amendments for Introduction for Public Comments or Adoption, there are none at this time.

Mr. North had a question. He wanted to verify on the LADOTD Projects Program Update – Amendments for Introduction for Public Comment, that the FFY 2025 for the US 80: Bridges near Minden, should be FFY 2027. Mr. Rogers said yes. That was a typo, and it should read 2027.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion to Approve the Transportation Improvement Program Updates. Mr. Clarke motioned, and Mayor Chandler seconded.

Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Coordinated Human Services Transportation Plan – Introduction of Draft Plan for Public Comments

Mr. Rogers said this is an update to the existing plan. This is coordination between SporTran, community service agencies, Council on Aging and all the various transit providers within the ten-parish region. The principal part of the update is every four years, he believes. Mr. Rogers said that the primary changes within the plan at this time are updating the demographics across the area and updating from the different entities what facilities and equipment they have in place, including what's been retired and what's been brought in new and any changes to their service area.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion to Introduce the Coordinated Human Services Transportation Plan Fiscal Year 2025 Update for Public Comment. Mr. Washington motioned, and Mr. England seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

4. Regional Active Transportation Plan – ATG – Introduction of Draft Plan for Public Comment

Mr. Rogers stated that Mrs. Ellen Soll was there from ATG to give them a presentation.

Mrs. Soll said good morning to everyone and thanked them for the opportunity to come and present to them today on the Regional Active Transportation Plan. She said she was going to be quick and had about eight minutes on her presentation. *(Please see Mrs. Soll's presentation below in the attached documents)*

Mr. Ford stated that they have a number of locations in Bossier where they have fatalities and accidents with pedestrians and bicycles. This is why it's crucial to get this plan so they can seek out some funding and try to fix those locations.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion to Introduce the Regional Active Transportation Plan for Public Comment. Mrs. Askew-Brown motioned, and Mr. Clarke seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

Project Update

1. SS4A Regional Safety Plan – ATG

Mr. Rogers said that Mrs. Soll was also going to give a presentation for the update on the SS4A (Safe Streets 4 All) Regional Safety Plan. *(Please see Mrs. Soll's presentation below in the attached documents)*

Mr. Perkins asked if he could get Mrs. Soll's contact information. He said that this is what Allendale Strong has been studying for years. They would love to have her come and speak to them, if that is okay, next month.

Mrs. Soll told him to please reach out.

Mr. Ford said they appreciate her so much and everything they've done for them. He thanked her for coming out today.

2. I-49 Inner City Connector

Mr. Rogers stated this was the last item on the agenda. He wanted to give them a quick update and said that most of this was prepared for the last meeting and there have been a few changes since then. As a precursor for this, DOTD, Providence, Stantec, and the whole consulting team will be there in January to give a comprehensive update on the project, the schedule, and where they are with things. Mr. Rogers wanted to start off with the comment that they are on schedule as was presented and, in some cases, a little ahead of schedule. Mr. Rogers went over the letter in the packets.

(Please see attached document for I-49 ICC – Project Status – December 2024)

Announcements

Mr. Rogers said that the next regular scheduled MPO meeting is Friday, January 17, 2025.

The Louisiana Watershed Steering Committee will be having a meeting on Wednesday, December 18, 2024, from 10:00 am to 11:30 am, at The Warrior Network, 4000 Viking Dr., Suite A, Bossier City, LA 71111.

Mr. Rogers said the biggest part of that is that through that initiative there was a series of rain gauges put in place all across the state and in the region. They have been maintaining and supporting those and he believes that some of that money to maintain and support those gauges is going away. They're asking the local coalitions for recommendations in different ways. One, either cut the number of them down or two, find other ways to help fund them and keep them going. Mr. Rogers said there's also a Project Pipeline, recommendations for other projects, should those implementation funds for Watershed continue.

Mr. Rogers wanted to thank everyone for all the continued support and prayers for the past few weeks.

Mr. Ford said that they're glad he's with them today. He was shocked and he knows Mr. Rogers was as well. Mr. Ford told Mr. Rogers to take his time and get healthy.

Mr. Ford also wanted to announce that they've opened up North Swan Lake Road this past Wednesday. It's a forty-two-million-dollar project and their collaboration between the state and DOTD (Mr. North). Their State Legislatures helped them get some seed money. They had a Federal Earmark, the 2007 Transportation bill that Senator McCrory, Vitter and Landry helped them with. Mr. Rogers helped them get the funds. It was about twenty-million dollars in Federal funds and about twenty-two million dollars in local dollars that built that. Mr. Ford said that if you get a chance, drive on over to Bossier and go up Swan Lake Road on each side of the lake. It's really going to save those folks a lot of time getting to I-220 and hospitals. It's going to shorten the time by more than half. He wanted to thank Mr. Rogers and the staff there that helped them over the last twenty years it took to get it complete and open. There will be more to come. Bossier is still growing and they're trying to improve the transportation.

Mr. Ford asked if there were any remaining questions or comments.

Mrs. Bernacki stated she had an update from a letter that was written before last month's meeting. She said that from her understanding from Lt. Governor Nungesser, the Cultural Resource Review has been completed and sent back to DOTD in November.

Also, the office of Lt. Governor Nungesser, who signed the letter on October 17 to the NLCOG Board of Directors, wrote in the letter that he strongly recommends Option 1 for the I-49 Inner City Connector. Option 1 is also determined to be the most feasible route for the start of this project, but regardless there have been numerous delays as others, obviously less acceptable routes, were investigated by multiple state and federal entities. Mrs. Bernacki continues to read the letter written by Lt. Governor Nungesser stating that his office determines there is no historical significance to the assets that would be impacted by Option 1 making it the most ideal route for the purpose and moving forward now is what he's encouraging. So, the Cultural Review has been completed and returned to DOTD and also with this recommendation from his office.

Mr. Ford asked Mr. Rogers if they could have a copy of the letter.

Mrs. Bernacki stated that she did send it to Mr. Rogers.

Mr. Rogers said that Mrs. Bernacki did send the letters to him, but they had not received any formal letters from Lt. Governor

Nungesser's office.

Mr. Ford thanked Mrs. Bernacki for getting them a copy of the letters and they'll put them on record.

Adjourn

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

A handwritten signature in black ink, reading "J. Kent Rogers". The signature is written in a cursive, slightly slanted style. The "J" is large and loops around the "K". The "R" is also large and loops around the "G". The "ers" at the end are written in a smaller, more compact cursive.

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: Dec 6, 2024

Name: Dave Hackney

Address: 9660 Railback Ridge

E-mail: davehackney@gmail.com

Phone: (318) 210-1475

I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

Comments on the postponed
Red River Expressway update.

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.

December 6, 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 and MPO meetings a couple of time over the past two years, expressing my concerns on the Tim James, Inc, Red River Express (RRE) Project. More specifically, the part of the project between LA 1 and the current terminus of Hwy 3132 at Flournoy Lucas Rd.

Like all of you, I was looking forward to hearing an update today from Mr. James. As several of you are aware, I have asked Caddo and Shreveport officials several times to arrange for an RRE update specifically for Twelve Oaks and Esplanade subdivision homeowners. This has yet to happen. I suggest that when Mr. James reschedules his NLCOG MPO update, that he be requested to meet with homeowners during that same timeframe.

I have a number of concerns with the RRE project:

1. Specifically, I see terms and conditions of the CEA with Caddo Parish being ignored.
2. Special interest groups, such as Willis-Knighton, have seemed to dictate terms to both elected and appointed officials.

Late last year, a meeting was held at Willis-Knighton Hospital regarding the Red River Express road and bridge project with RRE executives and consultants, LADOTD, the Port, and other local officials. The WK team hosted the meeting to express their concerns with the RRE project, notably a potential interchange with Flournoy Lucas Road near the entrance to WK's The Oaks development. As a result of the meeting, RRE executives agreed the interchange with Flournoy Lucas Road would not be in the vicinity of The Oaks but rather within the existing footprint for LA 3132 south. LADOTD agreed to provide guidance for the interchange to the RRE group and their letter is attached. In summary, the interchange will not be an at-grade crossing but rather an overpass (similar to the Bert Kouns and 3132 interchange). This LADOTD requirement adds significant costs to the project, however the RRE group is not deterred and is moving forward with these stipulations.

(Feb 8, 2024 memo from Eric England to Port Commissioners)

The meeting with Willis-Knighton occurred on December 7, 2023. LADOTD issued a letter on December 28, 2023, spelling out specific conditions for the RRE.

Recent engineering drawings, dated September 12, 2024, have shown conceptual roadway layouts that don't comply with the conditions laid out by LADOTD in the December 28, 2023 letter.

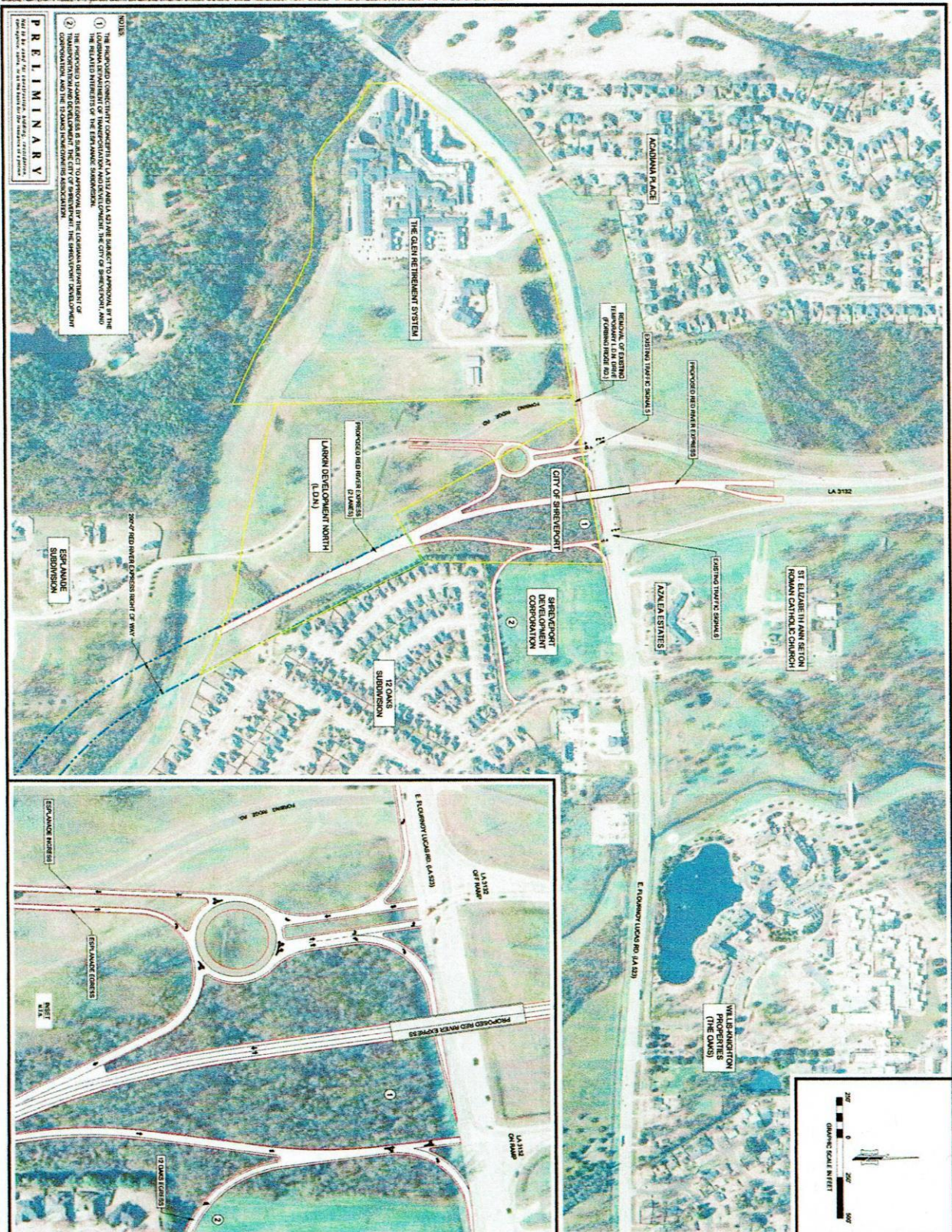
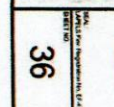
I, along with the residents, voters and taxpayers in the impacted neighborhoods have growing concerns about the lack of transparency on the RRE project.

Dave Hackney

Not to be used for identification. Aiding, incitement, conspiracy, and, as the basis for the issuance of a warrant

- PRELIMINARY**
- Not to be used for construction. Auditing, evaluation, engineering, design, or as the basis for the issuance of a permit.*
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36

MAIL LABELS FOR REGISTRATION (SEE INSTRUCTIONS) 36		KSA 1515 RIVINGTON AVE. ST. LOUIS, MO 63103	DRAWN BY: CUM
			DESIGNED BY: RPY
			LATEST REVISION: 9/15/2004
			DATE:

36		KSA <small>11111 Highway 40 Houston, TX 77055-1111</small>	DRIVEN BY: C.B.	RED RIVER EXPRESS ELVIS' THUNDER CADDO & BOSSIER PARISHES, LA
			RECEIVED BY: RVV LATEST RECEIVED: 5/16/2024	

36 10/1/2015 10/1/2015		KSA 1111 Poydras Ave. New Orleans, Louisiana 70112 T 504.525-7000 F 504.525-4668	DRAWN BY GJM	RED RIVER EXPRESS ELVIS' THUNDER CADDO & BOSSIER PARISHES, LA	CONCEPTUAL LAYOUT OF PROPOSED RED RIVER EXPRESS AT LA 3132 & LA 523
			DESIGNED BY RPL LATEST REVISION 01/06/2014		



6000 Doug Ataway Blvd. | Shreveport, LA 71115 | P (318) 524-2272 | F (318) 524-2273 | port@portcb.com | www.portcb.com

MEMORANDUM

To: Commissioner William "Bill" R. Altimus, President
Commissioner Joshua K. Williams, Vice President
Commissioner Stephen V. Callaway, Secretary-Treasurer
Commissioner Walter O. Bigby, Jr.
Commissioner Erica R. Bryant
Commissioner Sam N. Gregorio
Commissioner Roy L. Griggs
Commissioner James D. Hall
Commissioner Rick C. Prescott

From: Eric England, Executive Port Director

Date: February 8, 2024

Re: Monday, February 12, 2024 Regular Board Meeting at 4:30 pm, and Updates

The February Board meeting is Monday, and we have a few items for consideration. We're beginning the audit process and need to approve a Legislative Auditor house-keeping item, the **Systems Survey and Compliance Questionnaire**. In addition, the local Historical Railroad Society is donating a decommissioned wooden railroad depot to the Port and requested our execution of an **Act of Donation**. This building may one day be restored by the group, and it sits on a tract of land we purchased many years ago. Finally, as required by law, we are to select a **Fiscal Agent** bank periodically and will have a recommendation at the meeting.

You may have seen this story on KTBS regarding our **Fire Station** at Flournoy Lucas Road and Youree Drive:

https://www.ktbs.com/news/fire-station-20-update-renovations-and-opening-back-up/article_c9f80b5c-c354-11ee-8a55-cb9b7d898135.html

We were not contacted regarding the story and there are misstatements within it. Notably, our team of environmental experts found the station to be free from any items leading to respiratory and any other health issues. The team, however, discovered the building is in dire need of a complete renovation, which is underway. This will begin with a new roof and will be followed by a new HVAC system and redesign of the interior operating and living spaces. It will take far more than the five months noted in the article.

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

MEMBERS: Bill Altimus, President; Joshua K. Williams, Vice President; Judge Stephen V. Callaway (Ret.), Secretary Treasurer; Walter O. Bigby Jr.; Erica R. Bryant; Sam N. Gregorio; Roy Griggs; James D. Hall; Rick C. Prescott

The fire crews are no longer housed at the RCC. They have been relocated to the fire stations on Ellerbe Road and Southern Loop.

Late last year, a meeting was held at Willis-Knighton Hospital regarding the **Red River Express** road and bridge project with RRE executives and consultants, LADOTD, the Port, and other local officials. The WK team hosted the meeting to express their concerns with the RRE project, notably a potential interchange with Flournoy Lucas Road near the entrance to WK's The Oaks development. As a result of the meeting, RRE executives agreed the interchange with Flournoy Lucas Road would not be in the vicinity of The Oaks but rather within the existing footprint for LA 3132 south. LADOTD agreed to provide guidance for the interchange to the RRE group and their letter is attached. In summary, the interchange will not be an at-grade crossing but rather an overpass (similar to the Bert Kouns and 3132 interchange). This LADOTD requirement adds significant costs to the project, however the RRE group is not deterred and is moving forward with these stipulations.

Last year, we were contacted by the Louisiana Legislative Auditor's office regarding a **study** underway on Louisiana deep draft, coastal and inland ports. The results of the study are found in the report located at this link:

<https://lla.la.gov/go.nsf/get?OpenAgent&arkkey=40200033APPP-CZZQ4D>

Unquestionably, Louisiana is rich in maritime assets however, we need additional legislative support to remain competitive with our neighboring gulf coast states. We know there will be ample discussion and debate in the wake of this report, and we will be at the table fighting for our share of any future funding.

Have a great weekend and we look forward to seeing you Monday. Please don't hesitate to contact us with any questions or concerns.

-Eric

Attachments

CC: CBPPC Directors



Office of the Secretary
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-1200 | fx: 225-379-1851

John Bel Edwards, Governor
Eric Kalivoda, Secretary

December 28, 2023

Tim James
President
Tim James, Inc.
P.O. Box 584
Greenville, AL. 36037

Jaf Fielder
President and CEO
Willis-Knighton Health System
2600 Greenwood Road
Shreveport, Louisiana 71103

RE: LA 3132 and the Red River Express Tollway

Dear Mr. James and Mr. Fielder:

This is in follow-up to our discussion on Thursday, December 7, 2023 regarding LA 3132 and the Red River Express Tollway. We have discussed the matter internally and will agree to a phased construction of the LA 3132 Extension with the following conditions:

1. Completion of the LA 3132 interchange at LA 523 (Flournoy Lucas Road) to include a 4-lane LA 3132 structure over LA 523 and a southbound entrance ramp and northbound exit ramp to and from LA 3132. DOTD will not accept even a temporary at-grade connection to LA 523.
2. LA 3132 may narrow to a two-lane facility on 4-lane right-of-way south of LA 523 but should follow the alignment shown in the completed Environmental Assessment to the extent practicable in order to preserve the eligibility to use federal funds to complete the four-laning and other upgrades at a later time.
3. No type of slip ramp or other connection to any of the interchange ramps will be permitted. The permit for the current connection to LA 523 from the Esplanade development is temporary. Permanent access to LA 523 will only be granted through an access road currently under design by DOTD.
4. Under a phased construction approach, LA 3132 can be a two-lane facility south of LA 523 with interim at-grade access located in such a manner that full control-of-access can be implemented in the future. It appears that one such access point should be located just to the east of the Twelve Oaks neighborhood to serve the Jelks property to the north with a potential (back-door) connection to Twelve Oaks and to serve the properties to the south with a potential connection to the Esplanade development. Sufficient right-of-way should be preserved at this at-grade connection to allow an interchange to be constructed in the future.
5. No spur extension of LA 3132 will be permitted; any extension of LA 3132 from LA 523 must at least connect to LA 1.

Tim James and Jaf Fielder
December 28, 2023
Page 2

6. That portion of the extension of LA 3132 that follows the alignment shown in the completed Environmental Assessment will likely become a state highway in the future. DOTD will, therefore, need to review the construction plans in advance. At the time it becomes a state highway, the City of Shreveport or Caddo Parish will need to accept ownership of equivalent mileage of existing state highway through a road exchange.

Much of what is discussed above is depicted on the attached drawing. Please advise if you have any questions. We look forward to working with you on this important endeavor.

Sincerely,

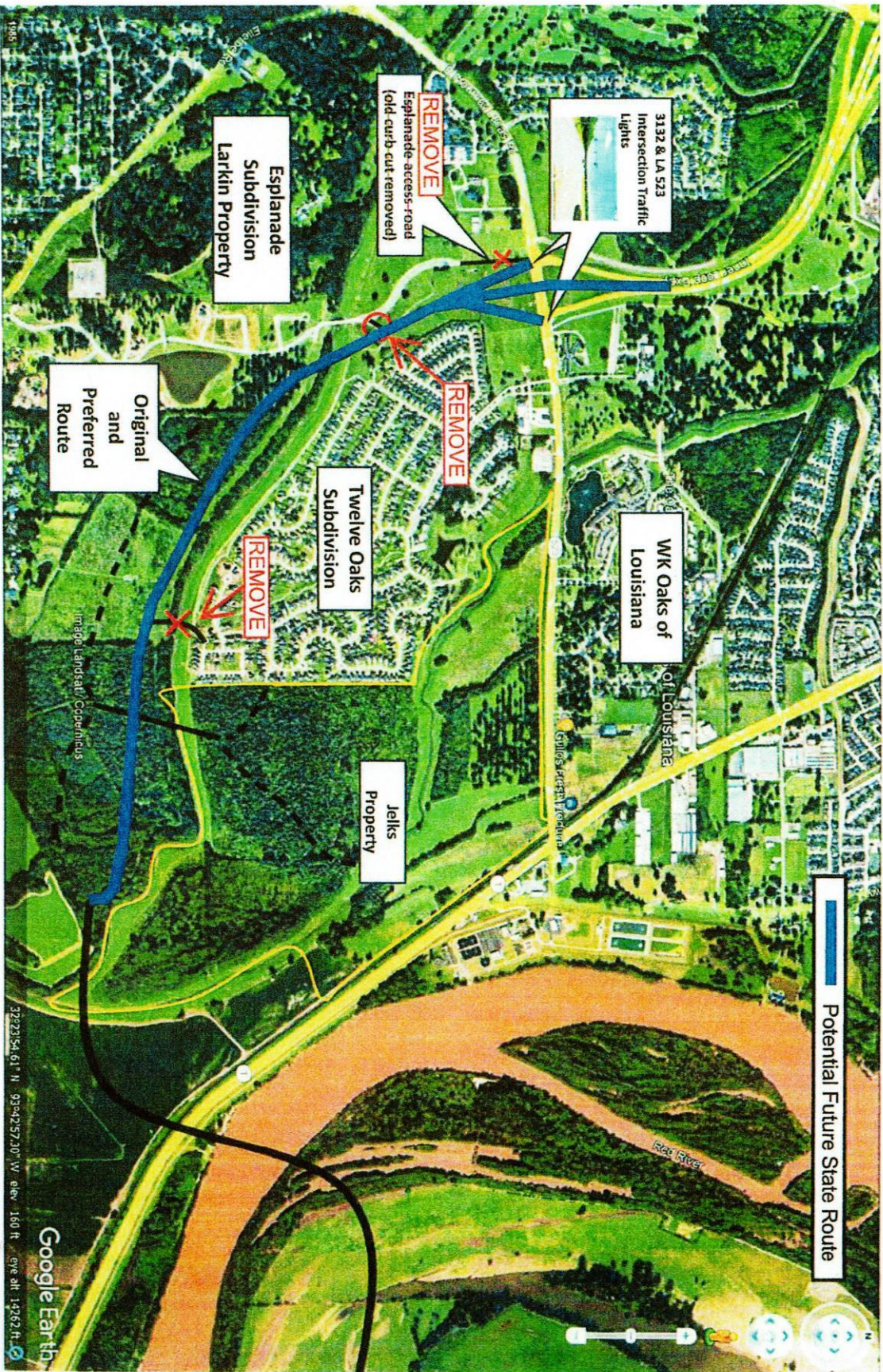


Eric Kalivoda
Secretary

EK

Enclosure

C: Kent Rogers, Executive Director, NLCOG
Erica Bryant, Parish Administrator, Caddo Parish
Eric England, Executive Director, Port of Caddo-Bossier
Tom Arceneaux, Mayor, City of Shreveport
David North, District Engineer Administrator, LA DOTD District 04
Todd Donmyer, Assistant Secretary of Operations, LA DOTD
Chad Winchester, Chief Engineer, LA DOTD
David Smith, Project Development Division Chief, LA DOTD
Ryan Hoyt, Traffic Engineering Division Administrator, LA DOTD



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: 12-6-24

Name: John Perkins

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☐ organization

Name of business / organization: Allendale Strong

Comment on Agenda Items Only

Briefly describe your comment(s):

[illegible]

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

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: 12/6/24

Name: Linda BIERNACKI

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

Update on 149-ICC From Lt.
Nungesser's office + read his Letter
dated Oct 17, 2024

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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NLCOG MPO Transportation Policy Committee Meeting

Regional Active Transportation Plan (RATP) – DRAFT Plan

12/06/2024



Consultant Team

alta

Design Guide

ATG

DECM

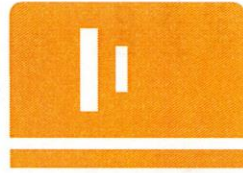
Prime

EJES
INCORPORATED

Public
Engagement

INLCOG
REGIONAL ACTIVE
TRANSPORTATION PLAN

Agenda



Plan Overview

Study Area
Goals
Coordination
Engagement



Design Guide

Contents



Next Steps

Draft Plan
Comment Period
Finalization



Regional Active Transportation Plan Overview

- Establishes a vision for the future of non-motorized travel in Northwest Louisiana
- Provides strategic guidance for the development of an integrated active transportation network over a 20-year planning period
- A plan for implementation with recommendations for network, priority intersections and supporting non-infrastructure actions



Plan Goals & Study Area



- Provide Reliable Transportation Options



- Improve Safety and Security



- Maintain and Maximize our System

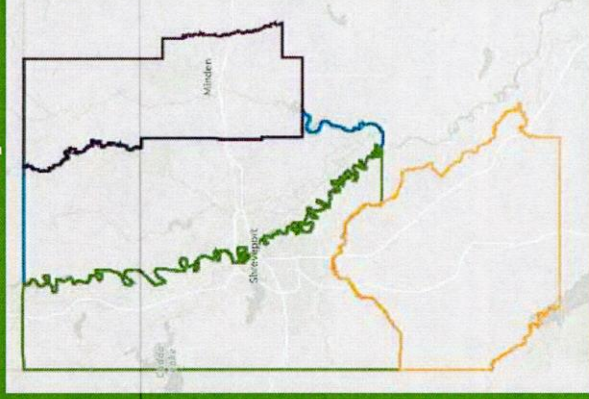


- Support Prosperity



- Protect our Environment

Plan Study Area



Steering & Technical Committee

Technical Committee Members	Steering Committee Members
Stephen Jean, AICP – Shreveport Caddo MPC	Garrett Johnson - Bike Shreveport
Carolina Zet Blunck – Bossier MPC	Cheryl Lane – DeSoto Council on Aging
Michael Rister, PE – DeSoto PPJ	Aaron Bronson – Shreveport Bossier Tourist Bureau
Melinda Roberson – FHWA	Alan Clarke – Shreveport Caddo MPC
Eric Hudson – Bossier PPJ	Michael Norton – DeSoto PPJ
Tim Weaver – Caddo Parish Public Works	Melinda Davidson – Webster Office of Community Services
Robert Tomaseck – City of Shreveport	Erica Bryant – Caddo Parish Commission
Edith Walton – City of Shreveport	Tom Arceneaux – City of Shreveport
Benjamin Rauschenbach, PE – City of Bossier City	Carlotta Askew-Brown – Bossier MPC
Johnny May - SporTran	Nick Cox – City of Minden
Rick Nance – Port of Caddo - Bossier	Justyn Dixon – North Louisiana Economic Partnership
Jim Hollier – DOTD	Donna Curtis – Shreveport Green
Erin Buchanan – DOTD	Butch Ford – Bossier PPJ
Dawn Shoalmire – DOTD	Bruce Blanton – Webster PPJ
	Tommy Chandler- City of Bossier

Public Engagement Review



In-Person Outreach



Website Content



Social Media Posts



Survey and Map Comments

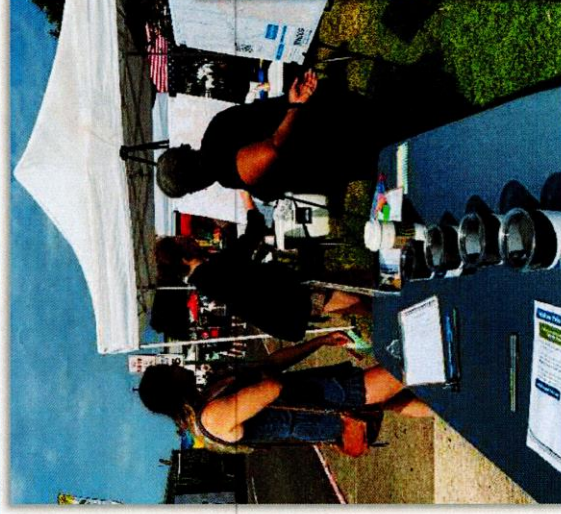
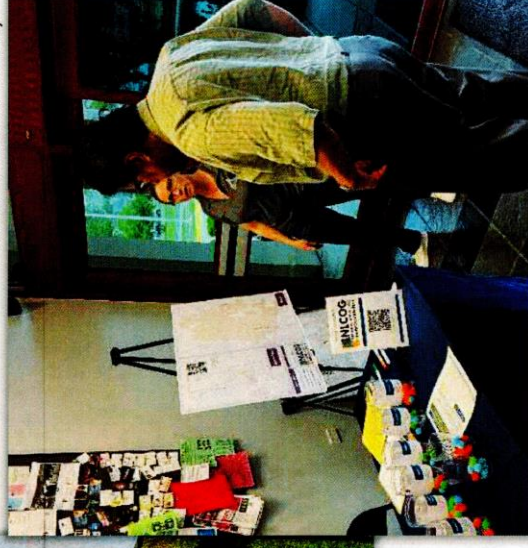


Photo: Bossier Farmers Market

Photo: Minden Library



Regional Active Transportation Plan

Contents

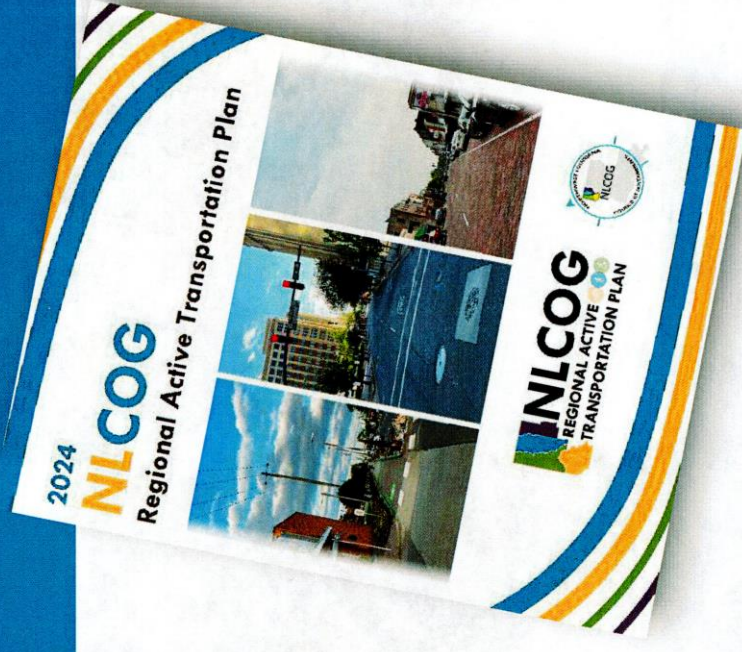
1. Introduction

2. Existing Conditions

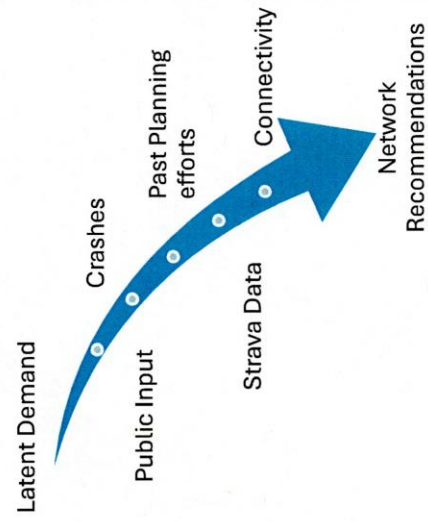
3. Needs Assessment

4. Network Recommendations

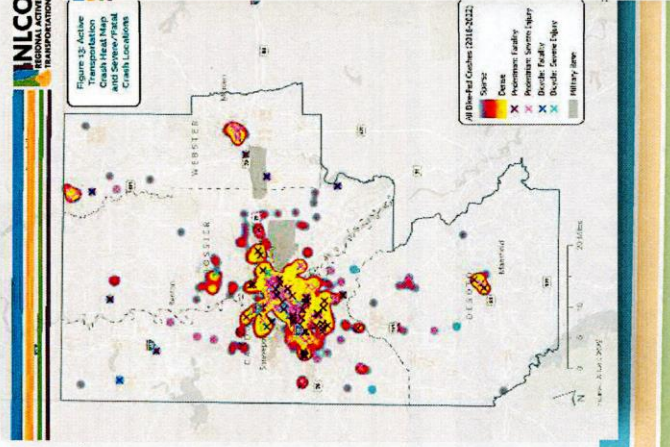
5. Action Plan



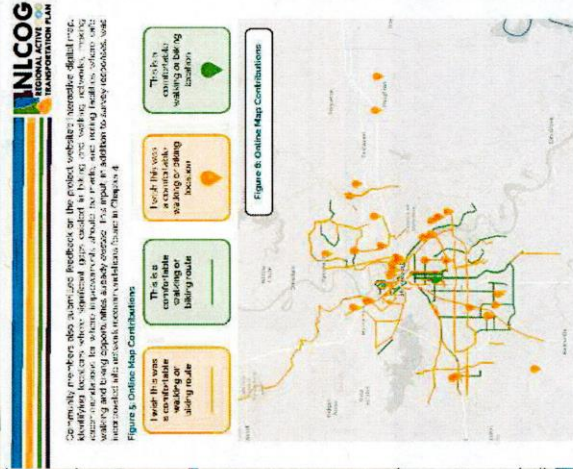
Network Recommendation Inputs



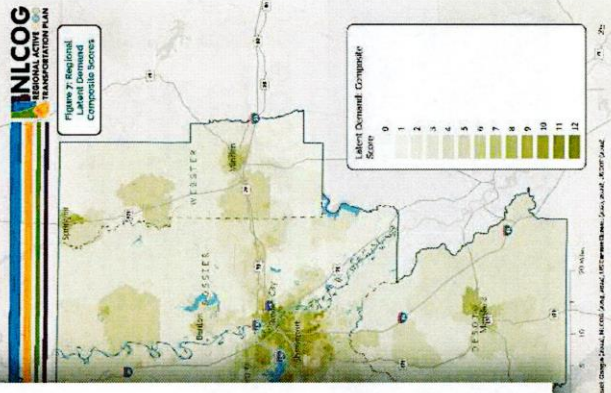
Crash Hot Spots



Public Input

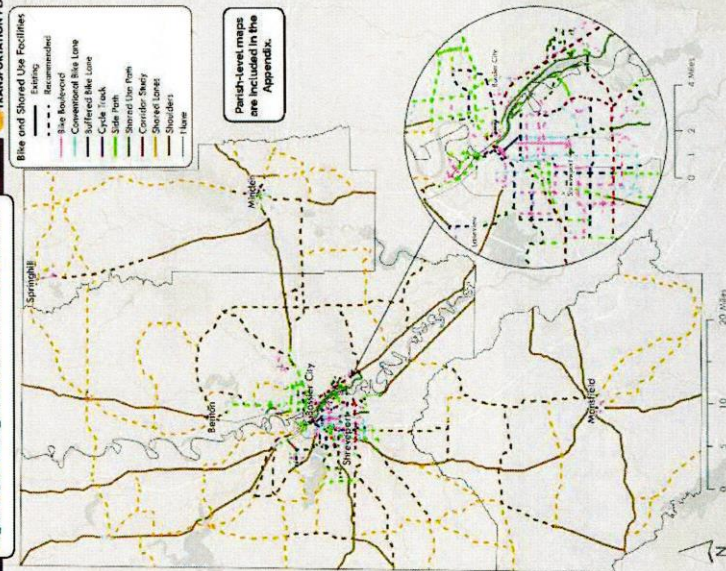


Latent Demand



Network Recommendations & Implementation

Figure 19: Existing and Recommended Facilities



Non-Infrastructure Recommendations

Adding or enhancing active transportation facilities is essential for the safety and comfort of pedestrians and bicyclists in Northwest Louisiana. Physical improvements should not happen in isolation, however, and they are time- and resource-intensive. Other activities and policies should also be pursued to supplement network development.

Complete Streets Plan

Complete Streets are roads that are designed and operated to enable safe access and travel for all users, including pedestrians, bicyclists, motorists and transit users of all ages and abilities. A Complete Streets policy is an agency commitment that every road project is seen as an opportunity to improve access

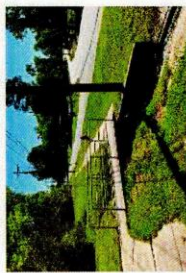


Photo: Gibbs Street, Old Jefferson Hwy, Mansfield. Source: ATG 2021

LADOTD has a Complete Streets policy that requires all new and reconstruction roadway projects meeting certain criteria include pedestrian and bicycle facilities appropriate for local contexts. Those contexts, however, are largely determined by the cumulative land use policy decisions made at local

For the purpose of coordination for projects on the state highway network, the recommendations in this plan, while not an exhaustive list, should be considered the region's "Complete Streets Plan."

Complete Streets policy implementation process, the agency's engineering standards documents direct project managers to confer with local governments to determine if a local Complete Streets plan exists and should be consulted.

Because of the regional nature of this planning document, additional research may be necessary to identify additional local plans that may supersede these recommendations. Additionally, local coordination is always essential to determine whether conditions have changed or if new opportunities arise that were not accounted for during this planning process.

Other Ordinances and Subdivision

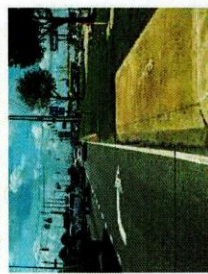


Photo: Sidewalk and Airline Dr and E. Texas St, Bossier City. Source: ATG 2021

Photo: Sidewalk and Airline Dr and E. Texas St, Bossier City. Source: ATG 2021

Shreveport was awarded over \$22 million in 2022 to improve the Healthcare and Development Corridor on Kings Highway.

Safe Streets and Roads for All (SS4A) Grant Program

SS4A is a discretionary grant program established through the bill, with \$5 billion to be awarded from 2022 to 2026. The goal of the program is to provide funding for projects that align with the National Roadway Safety Strategy's mission of reaching zero roadway fatalities. Any subdivisions of state, such as counties, cities, special districts, and MPOs are eligible to apply. The foundation of a SS4A project must be a safety project, such as a road improvement project, a safety project, or a project that improves the safety of a road.

7. The SS4A project must be a safety project, such as a road improvement project, a safety project, or a project that improves the safety of a road.

State Administered Programs and Resources

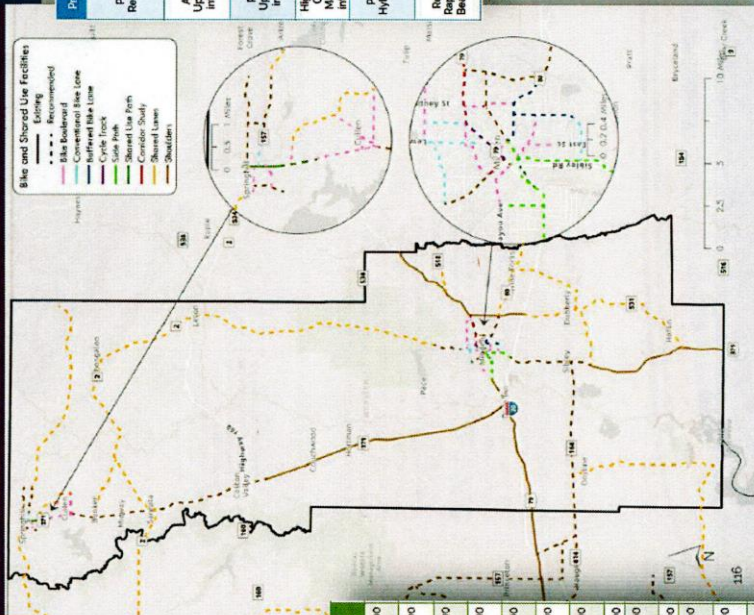
The following competitive programs use federal, highway administration funds but are administered by the state. Each has the

Table 9: Competitive Federal Programs for Active Transportation

Program	Funding/Programs	Bicycle Facilities	Sidewalks/Trails	Notes on Competitiveness and Local Match
Active Transportation Investment Program (ATIP)	X	X	X	If disadvantaged population criteria are met, no local match is required. Smaller projects of funds makes program very competitive.
Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT)	X			No local match required for planning grants; reduced local match for capital grants if disadvantaged population criteria met.
Rebuilding American Infrastructure with Sustainability and Equity Grant Program (RAISE)	X	X		Highly competitive; reduced local match if disadvantaged population criteria are met.
Safe Streets and Roads for All Grant Program (SS4A)	X	X	X	Significant funding available for planning and implementation grants; local match required.

Source: US DOT, NLCOG

3. Cost Estimate Assumptions



Map ID	Intersection Name	Facility Type	Scale of Implementation	Priority	Cost Estimate
19	LA 1 (Voorhe Dr) / Olive St	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	Med	\$93 000
20	LA 1 (Voorhe Dr) / E Washington St	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	High	\$93 000
21	LA 1 (Voorhe Dr) / Calor Dr (Pacific Ave)	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	Med	\$93 000
22	LA 1 (Voorhe Dr) / LA 303rd E (Kings Hwy)	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	Med	\$93 000
23	LA 1 (Voorhe Dr) / LA 511 70th St	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	High	\$93 000
24	LA 1 (Voorhe Dr) / LA 526 E (Bert Young Industrial Loop)	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	Med	\$93 000
25	LA 1 (Voorhe Dr) / Stoner Ave	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	High	\$93 000
26	LA 173 (Caddo St) / Douglas St	Unsignalized Add Crosswalk, Signage with Countdown, Refuge Island	1 - Striping and Signage Only	Med	\$6 000
27	LA 173 (Ford St) / Allen Ave	Signalized Add Crosswalk, Ped Signal with Countdown	3 - Construction Required	Med	\$68 000
28	LA 173 (Ford St) / S Dale Ave	Unsignalized Add Crosswalk, Signage with Countdown	1 - Striping and Signage Only	Med	\$6 000
29	LA 3032 (Shiversport Boulevard Hwy) / Knight St	Signalized Add Crosswalk, Ped Signal with Countdown	3 - Construction Required	High	\$31 000
30	LA 3154 (Dr. MLK Dr) / Leganay St	Unsignalized Add Crosswalk, Signage, Refuge Island	1 - Striping and Signage Only	Med	\$6 000
31	LA 3154 (Dr. MLK Dr) / Russell Rd	Unsignalized Add Crosswalk, Signage, Refuge Island	3 - Construction Required	High	\$31 000
32	LA 511 E 70th St / Fairfield Ave	Signalized Add Crosswalk, Ped Signal with Countdown	1 - Striping and Signage Only	Med	\$68 000
33	LA 511 E 70th St / Fern Ave	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	High	\$93 000
34	LA 511 E 70th St / Gilbert Dr	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	High	\$93 000

Project type	Assumptions	Road Cost per mile	Unit
Pedestrian Refuge Island	Assumes to connect median with lane or unused road pavement into a 25ft x 10ft concrete island turning left or unused road pavement into a 25ft x 10ft concrete median with a 10ft x 10ft refuge cut-out. Excludes high-visibility crosswalk markings crossing up to 4 lanes of traffic, and signage. Excludes temporary traffic control devices, utility relocation, and temporary traffic control assumes to be part of a larger project.	\$25,000	per crossing
ADA Ramp Upgrades Full Intersection	Assumes new ADA ramps retrofitted to an existing 4 corner intersection p/c corner, including minor sidewalk rework up to 2ft each side of ramp. Excludes any crosswalk resurfacing, drainage adjustments, utility relocation, signal work, or right-of-way widening. Assumes required Excludes temporary traffic control measures to be part of a larger project.	\$48,000	per intersection
Ped Head Upgrade Full Intersection	Assumes new or replacement pedestrian signal heads, LPI timing, and adjustment AS5 push buttons on 4-legs of an existing signalized intersection. Excludes additional signal upgrade work, sidewalk curb ramp crosswalk, or right-of-way widening. Assumes required Excludes temporary traffic control measures to be part of a larger project.	\$62,000	per intersection
High Visibility Crosswalk Marking per Intersection	Assumes 2nd thermoplastic hi-viz striping for 6 wide hi-viz crosswalks across all four legs of a minor intersection up to 45 crossing length per leg. Excludes marking removal, resurfacing, and ADA ramps that may be required. Excludes temporary traffic control measures to be part of a larger project.	\$9,000	per intersection
Pedestrian Hybrid Beacon (PHB)	Assumes new PHB where an existing deficient electrical connection is readily available. Includes new hi-vizity crosswalks across 2-lanes and ADA ramps on each side of the crossing. Excludes any refuge island work on other intersection corners, marking removal, resurfacing, or right-of-way acquisition. Excludes	\$30,000	per crossing
Rectangular Rapid Flashing Beacon (RRFB)	Assumes all new RRFB crossing where existing adequate electrical connections are readily available or use solar power. Including new hi-vizity crosswalks across 2-lanes and ADA ramps on each side of the crossing. Excludes any refuge island work on other intersection corners, marking removal, resurfacing, or right-of-way acquisition. Excludes	\$43,000	per crossing

Regional Active Transportation Plan Design Guide

1. Standards & Design Guidance Review

2. Facility Selection Guidance

3. Design Guidelines

4. Additional Streetscaping Elements

5. Implementation Considerations

One-Way Separated Bike Lane

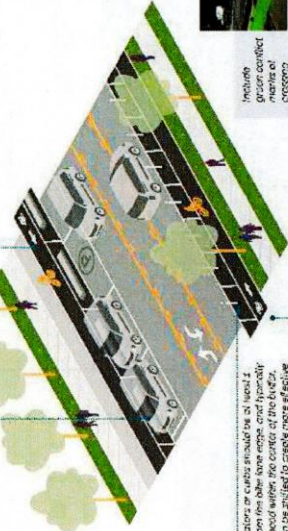
Separated bike lanes (cycle tracks) can take multiple forms but always provide exclusive space for bicyclists and other micromobility users that is fully separated from motor vehicle traffic, parking, and sidewalks. Physical separation is provided by a barrier between the bikeway and the vehicular travel lane. These barriers can include flexible posts, bollards, planter strips, extruded curbs, or on-street parking. Separated bikeways using these barrier elements typically share the same elevation as adjacent travel lanes, but the bikeway could also be raised above street level, either below or at the sidewalk level.

Benefits

-  VISUALLY SEPARATED
-  DEDICATED SPACE
-  REDUCES CONFLICTS WITH PARKED CARS

Include tactile warning strips between the pavement lane and the bike lane and between the bike lane and the sidewalk to alert visually impaired individuals.

Align the bike lane width to match the width of the travel lane. If the bike lane is narrower than the travel lane, it should be a minimum of 5 feet wide.



Planters or other landscaping at least 4 feet from the bike lane edge and typically placed within the center of the bike lane, but can be utilized to create more of a buffer width for the bike lane or adjacent parking or travel lane if desired.

Forward-facing symbols, such as arrows, must be placed at the beginning of the bike lane and at every intersection along the route.

Include green conflict markings at crossings.

Green pavement for the bike lane is required for use in the 11th edition of the MUTCD. Refer to the MUTCD for additional information.

Next Steps

Draft Document

- Presentation to TPC; Posted to website
12/6/2024

14 Day Comment Period

- 12/6/2024 to 12/20/2024

Finalize & Consider Plan for Adoption

- TPC Meeting
1/17/2024



QR Code
For
Project
Website



Questions and Comments

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NLCOG MPO Transportation Policy Committee Meeting

NLCOG Safe Streets for All

Project Update

December 06, 2024





Northwest Louisiana SS4A Regional Action Plan Consultant Team

Prime consultant

ATG

BCCM

Sub consultants

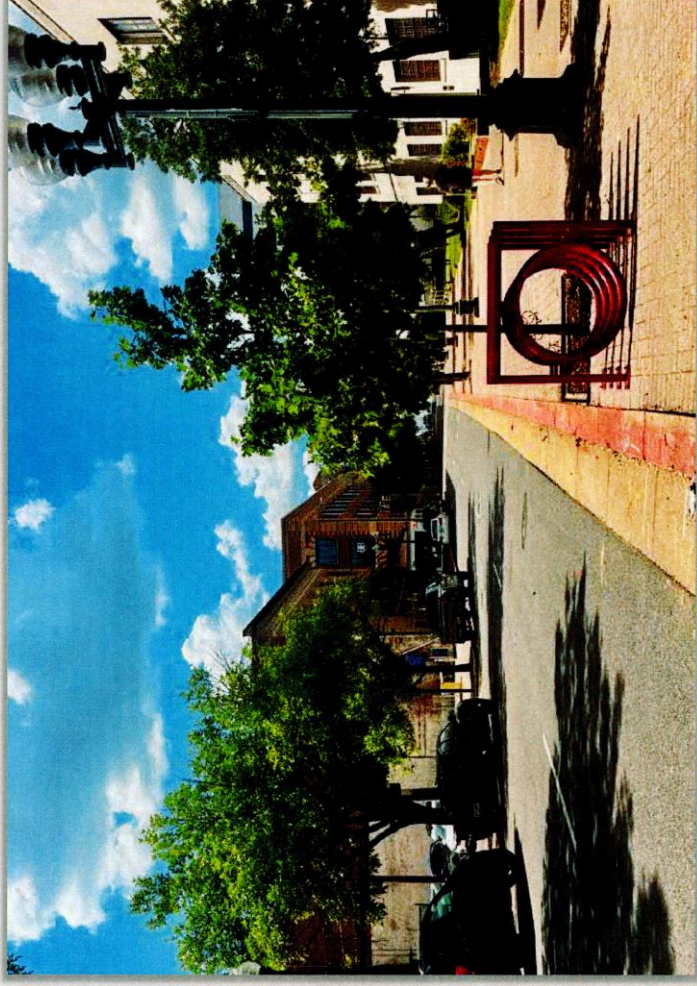
VOLKERT

BONTON
ASSOCIATES

 **halff**

Agenda

- Project Overview
- Progress Update
- Next Steps





Project Overview

- Safe Streets and Roads for All (SS4A)
 - Discretionary grant program established by the BIL
 - \$5 billion appropriated from 2022 to 2026
 - NLCOG award: **\$800,000 in Federal Funding**

Safety Action Plan

Planning & Demonstration Grants

- To develop, complete, or supplement a comprehensive safety action plan

Project Implementation

Implementation Grants

- To implement projects and strategies identified in an Action Plan to address a roadway safety problem

Project Overview

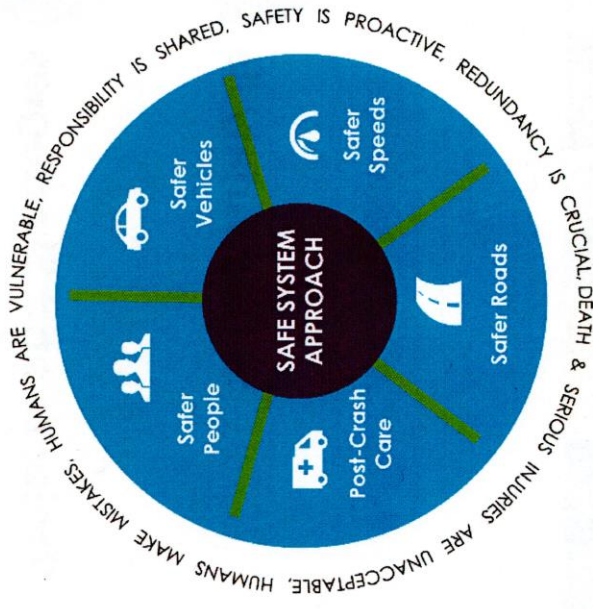
Vision Zero

- Purpose is to prevent roadway deaths and serious injuries



Safe Systems Approach

- Holistic and comprehensive approach to transportation safety to prevent and minimize the harm of crashes





8 Required Plan Elements



Leadership Commitment



Safety Analysis



Planning Structure



Projects and Strategies



Public Engagement



Policy and Process Change



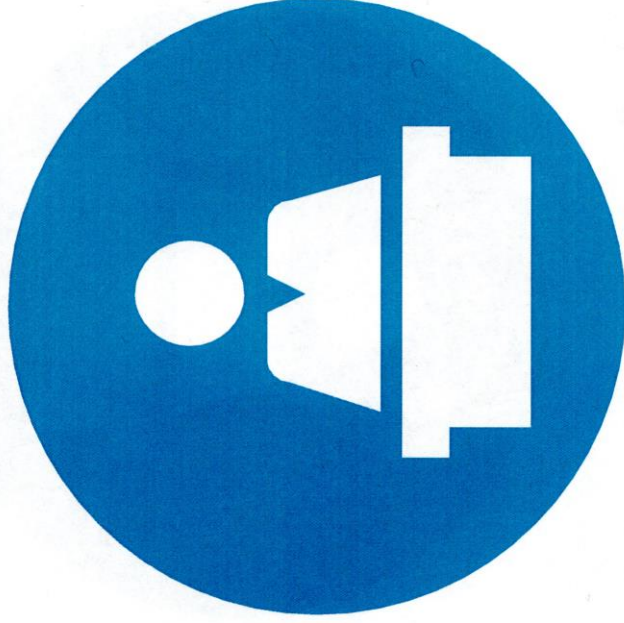
Equity Considerations



Progress and Transparency



Leadership Commitment



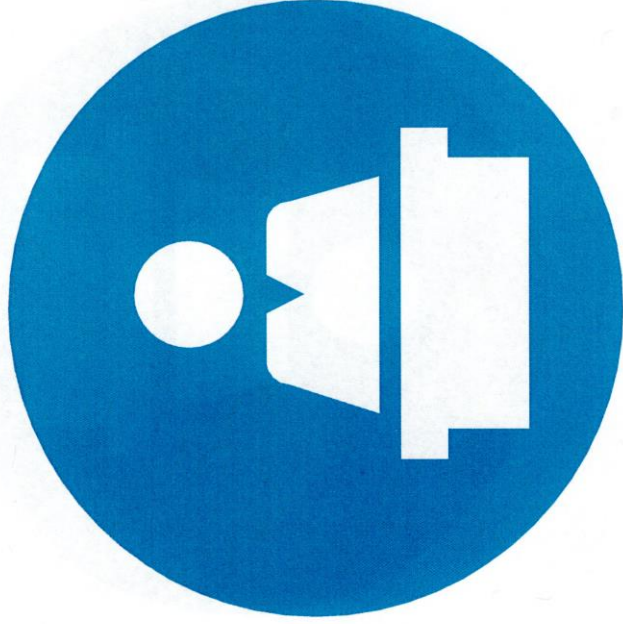
An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries.

This may include a **resolution, policy, ordinance, executive order, or other official announcement** from a high-ranking official

AND the official adoption of a plan that includes the commitment by a legislative body



Leadership Commitment



Examples Vision Zero Statements

- Houma-Thibodaux MPO
 - “We aim to achieve zero fatalities and serious injuries by the year 2040 by incorporating safety as an integral part of the entire transportation network.”
 - [20241023-HTMPO-SS4A-Final-Report.pdf](#)
 - City of Natchitoches
 - The City of Natchitoches Safety Action Plan aims to eliminate all traffic deaths and serious injuries on Natchitoches roadways by 2035 through the implementation of an intentional data driven, community-based effort to improve transportation safety for all users.
 - [Safe Streets for All Action Plan - City of Natchitoches, Louisiana](#)
-

Leadership Commitment



- Draft Vision Statement
- TAC advising on "year"
- Next Step: Adoption Jan. 2025





Public Engagement



Robust engagement with the public and relevant stakeholders that allows for both community representation and feedback.

Information received from engagement and collaboration is analyzed and incorporated into the Action Plan.

Public Engagement

Location	Date
DeSoto Health and Resource Fair	August 1
Bossier Bike Night	August 1
SporTran Terminal	August 2
Caddo Commons Back to School Bash	August 2
Springhill Farmers Market	August 3
Vivian Farmers Market	August 3
Mansfield Branch Library	August 15
Bossier Bike Night	August 15
Geaux Fresh	August 16
Bossier Farmers Market	August 17
Shreveport Farmers Market	August 17



Photo: Bossier Farmers Market



Photo: DeSoto Parish Library – Mansfield Branch

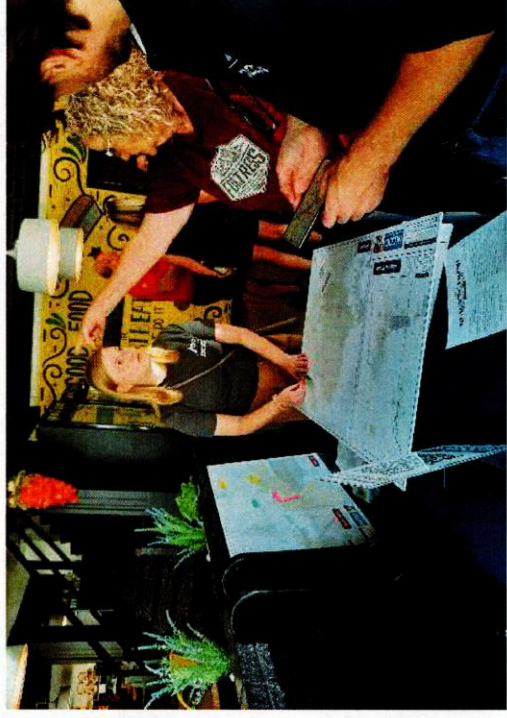


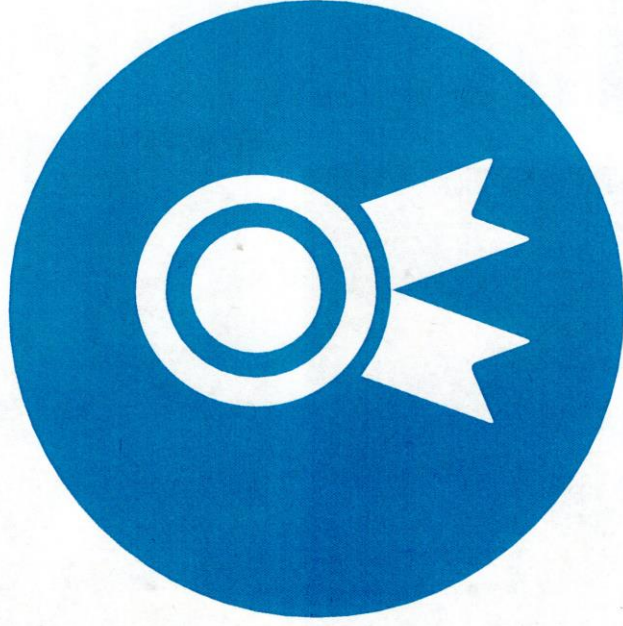
Photo: Geaux Fresh, Minden



Photo: Caddo Commons Back to School Bash



5. Policy and Process Change



Assessment of current
**policies, plans, guidelines,
standards and/or programs**
to identify opportunities to
improve how processes
prioritize transportation
safety.

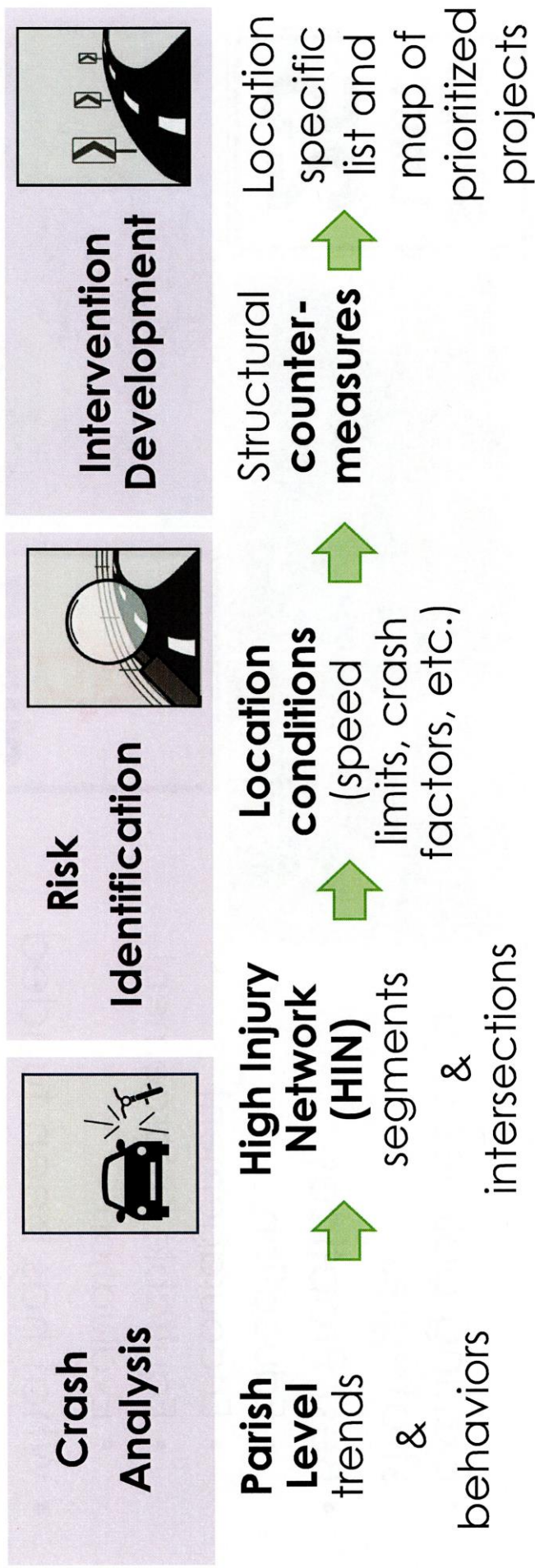
Non-Infrastructure Strategies Memo

- Existing policies and strategies
- Best Practices
 - Education
 - Encouragement
 - Equitable Enforcement
 - Evaluation
- What has been funded through SS4A program in 2022-2024





Safety Analysis to Project Development



Regional Crash Statistics

Crash Records from 2018 - 2022

74,487

Total Crashes

352 Fatal
Crashes

**Crash Rate Per
100,000 people**

Caddo - 3,928.6
Bossier - 3,155.8
Webster - 2,163.0
DeSoto - 2,575.7

**Fatal crash rate per
100,000 people**

Caddo - 17.5
Bossier - 9.5
Webster - 21.6
DeSoto - 32.1
Louisiana - 16.7

804 Serious
Injury
Crashes

**“Crash” not
“Accident”**

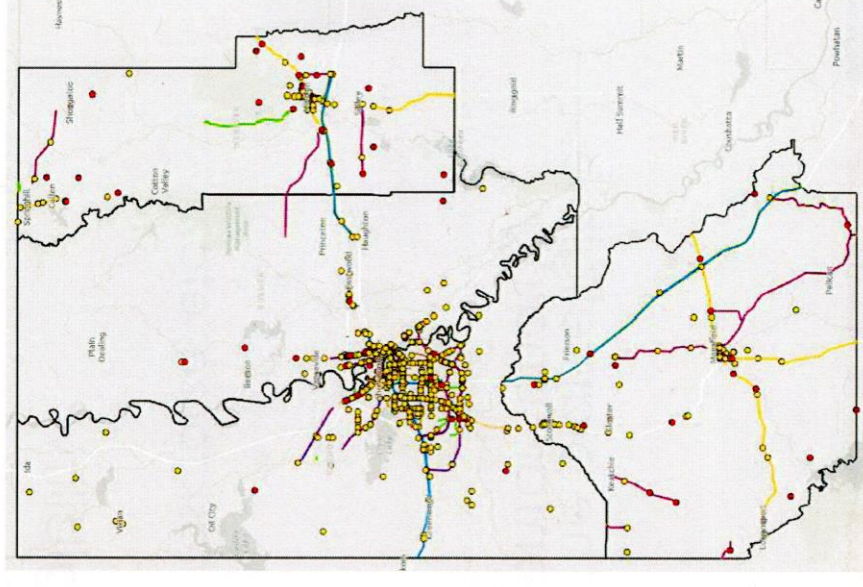


Safety Analysis – Key Findings

- Offroad crashes:
 - 31% of FSI crashes in the region
 - Over 40% of FSI crashes in both DeSoto and Webster
- Dark – Not Lighted
 - only 7% of all crashes
 - 18% of FSI crashes
- Systemic Safety Analysis
 - Approximately half of all FSI crashes are on arterials
 - About 80% on roads with posted speed limits 35 MPH or above.
- Young drivers
 - Contribute to a disproportionately large number of overall crashes and FSI crashes (approximately 1/3) despite having the smallest age range.
 - Young drivers make up only 13 percent of licensed drivers in Louisiana.
- Vulnerable Road Users
 - Though they are involved in only 1.2% of all crashes, they make up 17.2% of fatal and severe crashes.

Safety Analysis and Project Development

- High Injury Network (HIN) Analysis
 - At least one fatal or five injury crashes
- Project Identification
 - Top 25 intersections and segments per Parish (200 analyzed)
 - Active Transportation Plan projects on HIN
 - Other key connections from Active Transportation Plan
 - Other identified projects on the High Injury Network





FAQ 1:

Q: Are cities and parishes that participated in the plan eligible to pursue an SS4A Implementation or Supplemental Funding Grant?

A: Yes if:

- ✓ High Ranking Official/Body makes commitment
- ✓ Commitment includes target date
- ✓ Description of role played on advisory committee, task force, etc.

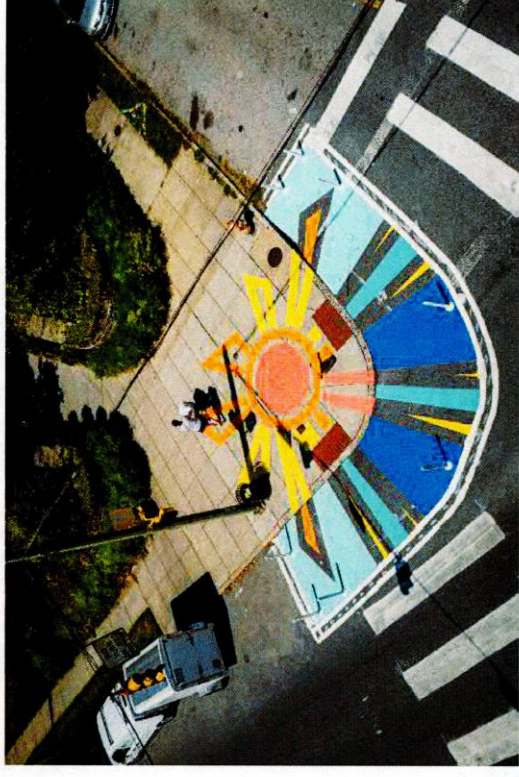
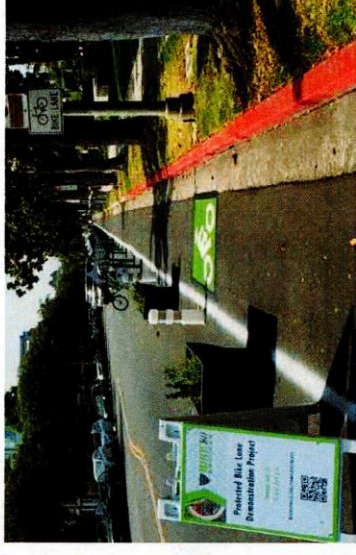
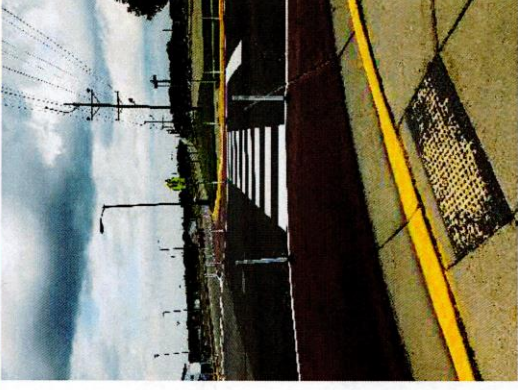
Q: Where do I find more information about eligibility?

A: [SS4A-FY24-Self-Certification-Worksheet.pdf](#)

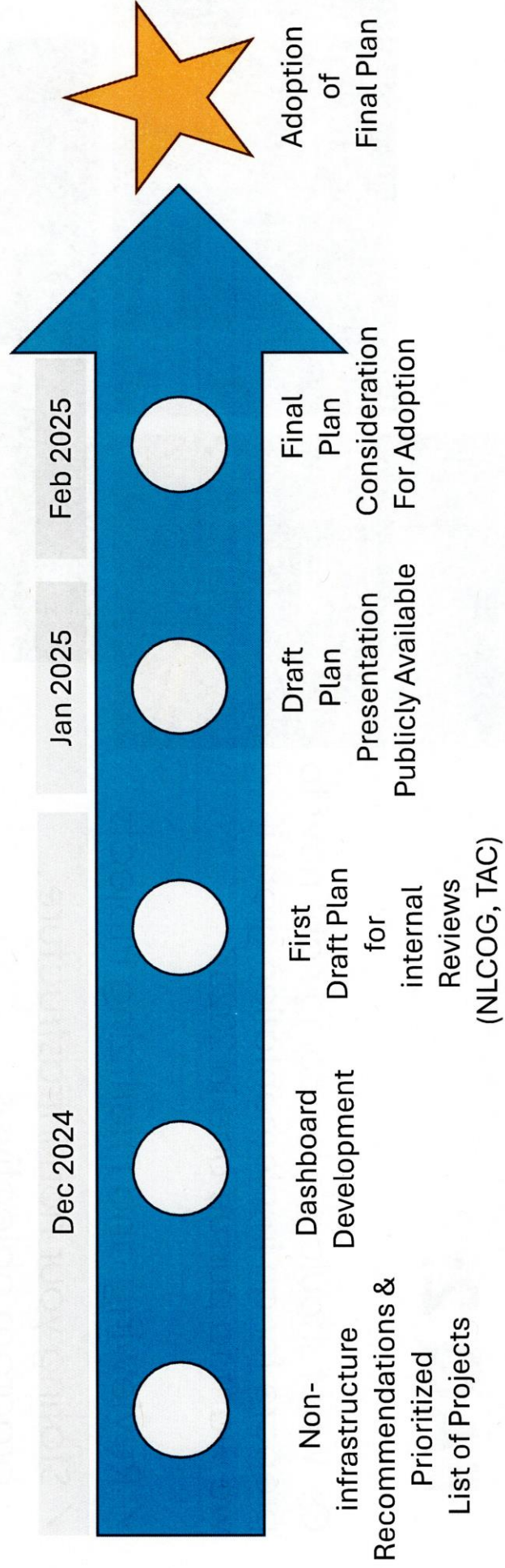
FAQ 2:

Q: What should we be doing right now to prepare for an implementation grant if we want to pursue one in 2025?

- ✓ Reviewing and Prioritizing Projects
- ✓ Stating your non-infrastructure program objectives
- ✓ Think about “demonstration projects” or “quick builds”



Schedule



Project Contacts

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<https://nlcogss4a.mysoci.alpinpoint.com/>

Project Email Address:

nlcog.ss4a@nlcog.org





I-49 Inner City Connector SPN H.003915

Project Status-December 2024

DOTD and Providence have been providing regular updates to the MPO in Shreveport since June 2024, when a new schedule was provided that accounted for all review times, including FHWA review times required for the draft Environmental Impact Statement (EIS), legal sufficiency review, and Civil Rights complaint.

The project remains on the June 2024 schedule.

The draft Cultural Resources Survey is under final review at the SHPO. DOTD is conducting consultation with the National Historic Landmark Program. As of this week, a reviewer has been assigned and DOTD is reaching out to determine their availability to meet. There are other new individuals to be part of the cultural resources Consulting Party team due to staff changes. DOTD is working on getting all members project details so that they will be versed on the project and prepared to participate in the next consulting party's meeting. We expect the next Consulting Party meeting will be held during the first quarter of 2025.

The Context Sensitive Solutions/Community Connections process (CSS/CC) is underway. Representatives from the Project team met with stakeholder groups the week of October 21, 2024. Attendees watched a curated presentation to solicit community input and establish a prioritization of elements that will be brought forward toward final CSS/CC concepts. A questionnaire was provided to further define expectations and attendees prepared and submitted this to the team prior to leaving. The questionnaire and CSS/CC presentation boards are active on the project website (www.i49shreveport.com).

The Environmental Justice Analysis is underway. The Environmental Justice Analysis encompasses all the build alternatives and has extensive details on outreach conducted since 2011. This document is a standalone document that will accompany the Environmental Impact Statement, however, it cannot be completed until a preferred alternative is identified, as mitigation, if necessary, must be identified in the document.

The project team will continue to advance work within the guidelines of NEPA that can be initiated while awaiting the identification of a preferred alternative. Identification of the preferred alternative is critical to the schedule, as it allows all the remaining technical studies to be initiated (such as wetlands finding, noise analysis, *etc.*).

To that end, we are working on compiling a draft of the alternatives chapter for submittal to DOTD and FHWA once the cultural resources review has been completed. This draft chapter will provide a comprehensive comparison of all the alternatives (build and no-build) and allow DOTD and FHWA to consider identifying a preferred alternative. Per the schedule, we are due to submit this draft by the end of 2024.



Metropolitan Planning Organization Transportation Policy Committee

January 17, 2025 - 9:00 am
Government Chambers at Government Plaza
505 Travis St, 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 06, 2024](#)
2. **Transportation Improvement Program (TIP)**
[TIP Amendments and Modifications](#)
3. **Coordinated Human Services Transportation Plan**
[Coordinated Human Services Transportation Plan 2025 Update \(Adoption\)](#)
4. **Regional Active Transportation Plan – ATG**
[NLCOG Regional Active Transportation Plan](#) (Adoption)
[NLCOG Regional Active Transportation Plan Design Guidelines](#)
5. **SS4A Regional Safety Plan – ATG**
[Northwest Louisiana Safe Streets For All Regional Safety Action Plan](#) (Introduction)
[2025 Annual Safety Performance Measures Report](#) (Introduction)
6. **I-49 ICC**
[I-49 ICC Project Status Quarterly Update](#) (DOTD & Providence Team)
7. **Red River Expressway – Tim James**
Project Update
8. [Resolution in Recognition of Mr. Butch Ford's service](#)
9. **MPO Officers – Promotion of Mrs. Erica Bryant to Chair election of new Vice Chair**

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, February 21, 2025.

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, January 17, 2025 (9:00 AM)

Government Chambers at Government Plaza
505 Travis St., Shreveport, LA 71101

Members' Present

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

Members Absent

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tommy Chandler – City of Bossier City

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Mrs. Savannah Williams – NLCOG
Mrs. Heidi Stewart - NLCOG
Mr. Adam Driskill - NLCOG
Mrs. Rita Arnold – NLCOG
Dr. Shelly Barrett – NLCOG
Mr. Josh Chevallier – NLCOG Legal Council
Ms. Ellen Soll – ATG (Alliance Transportation Group)

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 Mayor Arceneaux to lead us in prayer and Mrs. Bryant 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 Mrs. Bryant, leading us in the Pledge of Allegiance. Mr. Ford asked Mr. Rogers to begin the roll call. Mr. Rogers called roll. A quorum was present.

Public Comments

Mr. Ford asked if there were any public comments. Mr. Chevallier stated they had one comment and reminded him of the allotted three minutes.

Mr. Perkins said, “Good Morning”, and that he was there to speak, as usual, on I-49 through Allendale. Mr. Perkins said that they had met last night for the first time of the year, their twelfth year of meeting together and they had a great meeting. It appears that they’re ready to start building again despite objections of some of their friends in route to begin building houses in Allendale. Community Renewal is still going strong. They’re working together to build the neighborhood up. Mr. Perkins said that it starts this year, so they’re excited to see how that works out. The street that they meet on has cracks in the concrete and he’s not sure if it’s from the repair they were doing for the waterline. It’s on Ford Street, just a couple of blocks away. It’s causing people to drive all over the street just to park. Traffic jams on that residential street deserve some attention too.

Mr. Perkins said that the other thing they were going to begin documenting is the removal of I-345 this year in Dallas. That will be for national distribution and all their time working with their friends in Strong Town to keep information up with what modern cities are doing. Dallas is removing their second interstate while we’re still spending time and money planning to build an old fashioned nineteen fifties elevated highway through a neighborhood. It’s just not done anywhere anymore. They’re going strong this year and he appreciates their time.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes for the December 06, 2024, meeting. Mr. Washington 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) – Amendments and Modifications

Mr. Rogers stated there were several things to address under Amendments and Modifications. Under Administrative Modifications they had none. Under Amendments for Introduction for Public Comment there were two. First was the KCS Railroad Overpasses HBI. Second was the Kings Hwy: Healthcare and Development Corridor, which was the RAISE grant the city received. The KCS RR Overpasses HBI is to add the construction phase/funding source for 2025. The Kings Hwy project is adding the engineering in FFY 2025 and construction in FFY 2026 for the RAISE. Both are for the Introduction for Public Comment.

Mr. Rogers said that on the next page were the Amendments for Adoption and were presented at the last meeting. The first is the I-20: Monkhouse to Lakeshore Dr. It’s actually a rename. The original name was Monkhouse to I-49. It’s been scoped down from Monkhouse to Lakeshore. Adding the funding for that and moving the construction phase to 2028, which will remove it from the current TIP. Mr. Rogers said that it doesn’t kill the project, it just removes it from the current TIP.

Next is the US80: KCS Overpass (HBI). Again, moving it out of the current construction phase of the TIP to 2027.

US 71: ICG Railroad Overpass Rehab (HBI) – Construction year moved to FFY 2027, therefore removed from current TIP.

Mr. Rogers said continuing with Amendments for Adoption:

US 71: Market St Bridge over ICG RR (HBI) – Construction phase moved from FFY2025 to FFY2027; therefore, removing it from current TIP.

US 80: Bridges near Minden – Adding the Engineering Design phase to FFY 2025; Construction moved to FFY 2027; therefore, removing it from current TIP.

LA 3008: Bridges near Cotton Valley – Construction moved from FFY 2025 to FFY 2027; therefore, remove from TIP.

From the MPO under the 200k funds, we have no Administrative Modifications in the amendments. And there are no amendments for the Introduction for Public Comments. Mr. Rogers stated there were a few Amendments for Adoption and were introduced at the last meeting. The first two are kind of combined. Adding the Environmental Phase for I-69 Frontage Rd Conn (Stonewall Frierson) to FFY 2025. Because the Construction Phase would fall out of the current TIP cycle, it would be pushing the Construction Phase out of the current TIP. The Environmental Phase covers all three segments of that corridor. The last is the Oil City Shared Use Path. That was a request to remove the project from the City of Oil City.

Mr. Rogers said in terms of Transit Programming, there are no Amendments for Administrative Modifications, for Introduction or Adoption.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion to Approve the Adoption of the Transportation Improvement Program Administrative Modifications and Amendments. Mr. Clarke motioned, and Mr. England seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Coordinated Human Services Transportation Plan – 2025 Update (Adoption)

Mr. Rogers said the Coordinated Human Services Transportation Plan – 2025 Update was introduced at the last meeting for Public Comment, and they've received no comments. This is coordination between SporTran, community service agencies, Council on Aging and all the various transit providers within the ten-parish region. Mr. Rogers said that the primary changes within the plan at this time are updating the demographics across the area and updating from the different entities what facilities and equipment they have in place, including what's been retired and what's been brought in new and any changes to their service area.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion to Approve the Adoption of the Coordinated Human Services Transportation Plan Fiscal Year 2025. Mr. Washington motioned, and Mr. England seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

4. Regional Active Transportation Plan – ATG - NLCOG Regional Active Transportation Plan (Adoption) - NLCOG Regional Active Transportation Plan Design Guidelines

Mr. Rogers stated the next item on the agenda was the Regional Active Transportation Plan. It was introduced at the last meeting and is up for adoption today. Ms. Ellen Soll with ATG will be giving the presentation.

Ms. Soll thanked them for the opportunity to come and present to them again on the Regional Active Transportation Plan. Ms. Soll stated that again, her name is Ellen Soll, and she's with Alliance Transportation Group. She will be presenting first on the Regional Active Transportation Plan, which is being considered for adoption today, and then she will also present on the Safe Streets For All Regional Safety Plan.

(Please see Mrs. Soll's presentation below in the attached documents)

Ms. Soll stated that last time when she came and presented to them, they opened up the public comment period and for two weeks they did receive ten comments from the public. They looked at each and every one of them to see how the best way was to address them. Mrs. Soll said that she had some notes on the slides about how they addressed them. In most cases they did incorporate the feedback and made some minor changes to the facility recommendation and that they're still in line with the appropriate context. So, they feel that that could be a safe option. They had one situation where they actually had some incorrect assumptions, and they really appreciate people looking at the details there.

Mrs. Soll said they ask for their favorable consideration of adoption of the final plan.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion to Adopt the Regional Active Transportation Plan. Mr. England motioned, and Mr. Washington seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

5. SS4A Regional Safety Plan – ATG

A. Northwest Louisiana Safe Streets For All Regional Safety Action Plan (Introduction)

Mrs. Soll stated that now she was going to talk about the Safe Streets For All Plan (SS4A) and they are asking them to open up for the Public Comment period today. She said they're a month behind for this one as compared to the previous plan they just talked about. Again, ATG is the prime consultant, but with a different project team.

(Please see Mrs. Soll's presentation below in the attached documents)

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion to Introduce the NLCOG Safe Streets For All Regional Active Transportation Plan for Public Comment. Mayor Arceneaux motioned, and Mr. Clarke seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

B. 2025 Annual Safety Performance Measures Report (Introduction)

Mr. Rogers said the next thing on the agenda falls right in line with everything they've just gone over. It's part of the DOTD process and the Federal process or thinking and it's the Adoption of Annual Safety Performance Targets. They've seen this before in the past of the different annual performance targets and they're based off of a five-year rolling average. Mr. Rogers said he was going to let Mr. Petro go from here.

Mr. Petro said that the action they're considering today is the Introduction of the 2025 Annual Safety Performance Measures Report. This is for the five safety performance measures that are required by the state, DOTD's, and all MPO's. Mr. Petro stated that the next slide provides the regulations that are required by the FTA, FHWA, State DOTD's, and MPO's to update their safety performance measures on an annual basis. There are five measures: Fatalities, Suspected Serious Injuries, Non-Motorized Fatalities and Suspected Serious

Injuries, the Rates for Fatalities, and the Rates for Suspected Serious Injuries. Mr. Petro stated that this slide represents how they are utilize, through the LSU CARTS program down in Baton Rouge, this tool they put together for all the MPO's in the State of Louisiana. You can tell from this chart that it provides Shreveport specifically on the right-hand side what the trends are for the five-year movement averages for those five respected performance measures and how they compare those against how the state is performing. As you can tell, you can't compare. It's apples to oranges when it comes to raw numbers for fatalities, suspected serious injuries, and non-motorized fatalities. The rates themselves, you can compare the two between the state and our region. The rates are important because it compares vehicle miles travelled. As you can see, when it comes to the fatality rate, they did a little better than the average for the state overall and slightly better when it comes to suspected serious injury rates. With that being said, they're continuing to work alongside Dr. Shelly Barrett with the Safety Coalition and NLCOG. That's why what Mrs. Soll presented with her team of ATG and DCCM is important with the Safe Roads For All plan. Mr. Petro said that they'll be able to utilize that information for infrastructure projects that will attempt to drive these numbers even further down as they go forward. There's an actual target report and they follow what the state has established as far as what our target is. We take a one percent decrease for 2025. This is actually what needs to be considered and what's being introduced today. On the twenty-first of February there will be a final consideration by the MPO board.

Mr. Ford asked if there were any further questions. Having none, Mr. Ford entertained a motion to Introduce the 2025 Annual Safety Performance Measures Report. Mr. Clarke motioned, and Mr. Norton seconded. Mr. Ford called for questions or comments. Having none, the chair called for a vote and the motion passed.

6. I-49 ICC – I-49 ICC Project Status Quarterly Update (DOTD & Providence Team)

Mr. Rogers said that the next item on the agenda was the I-49 ICC Project Status Quarterly Update. Unfortunately, Mrs. Oriol was unable to be here today due to a family emergency. He was going to cover part of the presentation and pass it along between the consultants' team and DOTD for some of the various aspects of the program.

Mr. Rogers stated that the project team includes: FHWA, DOTD, NLCOG, Providence as the lead, Stantec is doing traffic and engineering work, Franklin Associates covers a lot of public outreaches, Bowlby & Associates, Inc. will be initially doing noise and some cultural work, and then Coastal Environmental did most of the cultural resources work. *(Please see the I-49 North Inner-City Connector presentation below in the attached documents)*

Mr. Rogers handed it over to Mr. Steve Wallace from Stantec to give an update on the Context Sensitive Solutions. Mr. Wallace thanked everyone for giving him the opportunity to join them today and update everyone on where they were for this project for CSS (Context Sensitive Solutions). Mr. Wallace stated that the kind of goal for CSS is just that. They integrate the community into the project. There's a ton of benefits from this project from a transportation perspective and they're trying to maximize those benefits to the community in terms of what else could be done through the corridor with the project. This is an effort to try to do that. To gather input from the community, to realize what's available in and around the corridor. A subcommittee was formed based on stakeholders from the Citizens Advisory Committee, as well as additional community representatives. They met back in October of last year and really went through potential improvements that take the transportation side of this project and put it into a true community fabric and what could be done from that perspective. They shared some possibilities that you could see from other projects that have integrated the same thing. Mr. Wallace said they also looked at what they've observed in Shreveport and comments that have been gathered over the last several years of the project. All of that culminated in a survey that was done. They shared that with the committee along with the results. It really helps to understand the prioritization with the community and what they would like to see in and around the corridor. Mr. Wallace said that Ms. Angie Noote from Franklin Associates was going to describe that.

Ms. Noote said, “good morning” and introduced herself and stated she’s with Franklin Associates. She said that Mr. Wallace’s team came back, she’s thinking sometime in August, and they put some boots on the ground, and put together a stakeholder meeting that happened at the end of October. They brought together a subcommittee, as Mr. Wallace said, and put a survey together where respondents were asked to rank several potential features including connectivity, public art and things like that. They shared the survey with attendees and also posted it online for further public input. Ms. Noote stated that it was still open online if anyone goes to www.i49Shreveport.com and it’s at the top of the website. It’s a community prioritization survey. One of the questions they asked in this survey was: How many years of community involvement do you have? About a week and a half ago, when they prepared this presentation, there was about thirty years of community involvement. People who really care about this and have been invested in the community for a long time are responding. The top priorities included: Transportation and Safety (transportation meaning access to transportation hubs and how people are going to get around); Recreation spaces (places where people can gather and enjoy time together); and Noise Reduction and Environmental Mitigation, that’s another thing that’s very high on everyone’s list. The survey will remain open, and they will share that with the Stantec folks who are putting together the Context Sensitive Solutions opportunities. They are also going to be a couple more of these meetings and expect to have one actually this quarter where state quarters will be able to get together to brainstorm more ideas. They will take the results of this survey and incorporate into those meetings so they can see the direction where people feel the most groundwork should go.

Mr. Wallace stated that transitioning to the more engineering task, traffic is obviously a big deal on the project in making sure they handle the volume of traffic and the congestion that might be there. Part of that is revising traffic volumes from several years ago that were developed for the project and being used in the study. The good news is that it’s being used and developed, submitted to DOTD, DOTD and FHWA both approved that, so they’re able to continue on with that traffic study from the corridor to I-49 and also the interchange access approval standpoint as well. Both of those efforts are underway, and they’ll be working through that at the beginning of this year along with the interchange access approvals as well. Mr. Wallace said that the geographic coverage of that interchange access approval is large because these are two interstates that are coming together at I-20 and I-220, so a lot of interchanges needed to be studied to make sure that each one is handling the traffic and the change in traffic as the project would be built. Mr. Wallace showed the interchanges included in the study.

Mr. Kurt Brauner, from DOTD, was next to speak on “Where we go from here”. ***(Please see the I-49 North Inner-City Connector presentation below in the attached documents)***

Mr. Rogers had one comment to make. The governor and the secretary have been in D.C. this week. They testified before the House of Transportation and Infrastructure committee. Part of the comments in their testimony dealt with, not this specific segment, but I-49 as a whole. Comments were also made by a lot of the Arkansas delegation. A lot of it dealt with streamlining the process and walking them through how the environmental process has gotten. Whether these bigger, broader projects like I-49 or I-69 and how the environmental process is approaching ten or twenty years to get it done is too long. There were some minor specific comments on this corridor itself, but the primary of their testimony was dealing with trying to speed up the process and watch out for some regulations.

Mayor Arceneaux said that in terms of feedback that he’s gotten from some folks that have been contacted with the environmental deal, their impression was that there was a heavy lean towards Alternative 3A. Alternative 3A creates some really serious economic development issues in distorting historical economic property implementation and he wanted his comment on record that he does not believe that it’s a satisfactory alternative to the other plans that are much more straight forward.

Mr. Brauner said that he would note that and know that no decision has been made yet. They just received all the information officially for the alternatives in the environmental report. They haven't even met to discuss or make any decisions. But they'll keep that in mind.

7. Red River Expressway – Tim James – Project Update

Mr. Rogers said the next thing they had on the agenda was the Tim James, Red River Expressway, project update. Mr. Tim James is here along with his consultant, Robert Vinet, a KSA Engineer.

Mr. James said it was good to be there and thanked Mr. Rogers for having him today. He wanted to come to update everyone on the Red River Expressway, and Mr. Robert Vinet, his engineer, is with him and he's going to update on the details and the specifics. Mr. James said that, as you know, this has been going on for a while. Sitting back watching this, it takes a long time for infrastructure. They've been at it now three and a half years. He stated he's an Auburn man, so he was going to put it football terms. They've got it on the Alabama thirty and they're headed in the end zone. They're really in the last push for this project this year. They hope to have it under construction in the fall, September of this year. He said to continue to be very excited about it.

Mr. James said that not everyone may know much about his background, so he wanted to touch on that a little. He said they're from Alabama and they're a small infrastructure company. They're a family company that includes his son and two sons-in-law that are involved. What they do, simply put, is find needs in a market, mostly mid-sized markets, like Shreveport and Birmingham, where there's a transportation need in the state or the parishes or the counties, and it's not on their radar nor is it going to be on their radar for a long, long, long time. As we all know, and he knows he's preaching to the choir, there's not enough money to maintain what we have, and new infrastructure is very hard. That's what we do and it's a very simple thing. The young lady that spoke earlier about what was number one on their list was just about getting around. If they can build access that connects two points from A to B, and save people ten, fifteen, twenty or thirty minutes then they'll pay a couple of bucks because time is valuable, and people are kind of impatient anyways. That's their business and that's really how they got there. This project effectively creates sort of, some of the beginnings of the Southern Loop to get traffic from 3132 reaching over to Bossier Parish over on 71. Mr. James turned it over to Mr. Vinet to give more details.

Mr. Vinet said, "Good morning, everybody, Mr. Chair, committee members, staff, it's great to be here today. He's Robert Vinet and he's with KSA Engineers, a Shreveport-based firm. They're doing work all over Northwest Louisiana and this is an exciting project. Mr. Vinet said that he can tell them personally as an engineer, there's two points of excitement. One, as an engineer getting to work on something like this is pretty incredible. Two, as a local citizen who lives in south Shreveport and has a camp on Lake Bistineau, and who's going to Bossier all the time, he's excited about getting this opportunity to get there quicker. Maybe Mr. James will give him a discount on the toll. Probably not. He'll probably double it! It's exciting today and hopefully they'll be able to get into some of the details. Everyone should have received a packet with some of the talking points and maps. He was going to highlight some of the talking points, but he knows they really want to just get into the maps.

Mr. Vinet said that, like Mr. James said, this is going to be effectively like a Southern Loop for southern Caddo and Bossier parishes. On the Caddo side they would continue the proposed project and pick up where 3132 ends at Flournoy Lucas, travel to the west, and there are four proposed crossings at the river. They obviously aren't going to do all four of those. These are the alternatives that they're studying with various approaches. Mr. Vinet said that he would tell them now just for some historical context, Carl's route, which is the most upriver route, was the initial route you might have seen a couple of years ago. Since then, they've looked at potential bridge locations to the south where the river opens up a little and the water gets a little calmer. From a navigation standpoint it's better. They have more approach as they deal with the Union Pacific Railroad, Louisiana One and the Caddo Levee. They're likely going to be the third or fourth crossing as you go down river.

They're calling it the Tim Jr. Route, which is named in honor of Mr. James's son. Then the Elston Ellory route. As they cross the river, they would likely locate the toll plaza maybe on the Bossier side. If they do the Elston Ellory route, the toll plaza would be on the Caddo side. They continue over to Bossier, have a connection with the Bossier Levee, they'd run out to US71 and connect there and also, shoot to the north and tie into where Arthur Ray Teague currently stops. Bossier Parish Police Jury has been working on this for a long time to extend Arthur Ray Teague and they may be a little more far ahead than they are, but whomever gets to this point first we'll collaborate and make sure their improvements tie in with theirs and capture those synergies. Mr. Vinet said that all in all it was about nine miles when you look at the total roadway. He thinks one important thing, this is tolled. But the only thing that tolled is the bridge. Sometimes people lose sight of that. We call this an expressway, it's connected to a toll bridge, but the only thing that's tolled is the actual bridge. That represents a very small portion of the linear footage of this. The rest of the roadway system will be used for free by the travelling public. He thinks that is a very, very important distinction to make here. There are some other solutions that they're going to potentially come across and solve here with some local transportation problems where the travelling public will benefit from those and those will not be tolled. Those will be benefits to the public without any toll.

Mr. Vinet wanted to jump ahead and come back. He stated that when you look at the "Y", Mr. James pointed out that he looks at markets like this when you look at problems of getting from point A to point B. Mr. Vinet showed them another view of the Y and said they were calling this one the "traffic flow friction map". He said what they were seeing were all the crossings, looking at the Caddo side because there's a lot more friction, but all the red dots they were looking at are traffic signals. Those were potential intersections where you're going to stop to get to a bridge crossing. There are some yellow diamonds in there and it may be hard to see from the audience, but those are at-grade rail crossings. There's an incredible amount of friction from a traffic flow standpoint trying to get to one of the current bridges. This project will provide a route if you come up to I-220 here, you get on to 3132, you can tie it in where you'd get on to the Red River Express, cross over the Red River. Or you can travel from the East and come the other way with very little friction. Continuous flow. Mr. Vinet said they're really excited about that, and he hopes it helps with the Y and the need.

Mr. Vinet wanted to go back. He pulled up a zoomed in concept and wanted to stress that. This wasn't design-grade material. This is conceptual engineer work. He said they needed to keep that in mind because this will change and will be refined, but it shows one of those potential solutions that was talking about. Mr. Vinet pointed out where 3132 currently ends at Flournoy Lucas, there's a lot going on here as he's sure everyone in the room knows. The residents of Esplanade are currently accessing Flournoy Lucas with a temporary driveway permit from the DOTD. Their inbound traffic that's exiting 3132 are finding the fastest way in. They've seen situations where they're pulling up on the raised, curved median and making a left hand turn in, that's bad. The state's trying to work to fix that. There's been talk about trying to get the Glenn to collaborate with a shared drive and all that. Mr. Vinet said they feel that their project can solve all of this problem. If you look in the lower right hand corner you can see a little zoomed in area, using a round-about and setting this intersection up into a four-way intersection should handle all of this. They think this will solve the problem. Again, this is conceptual. These are ideas that are still in development, but they feel that this project will provide some sort of solution to an existing problem. Another problem in this area is the left hand turnout of Twelve Oaks onto Flournoy Lucas without a light. The chances of them getting a light are very, very slim. The traffic warrants aren't there, and they've all heard that. They're proposing what they're calling a Twelve Oaks Egress which would be an out lane for them behind their gate. They would cross, there's about ten acres of undeveloped property there, and they could potentially come into the light at Flournoy Lucas. Mr. Vinet said they're excited about some of the solutions that could come about, not just the project as a whole, but some of the local solutions that are having a hard time working themselves out getting solved. Some of the other things to point out, of course the toll will be no toll for first responders, city use, emergency vehicles and things like that. The overall project is estimated from one hundred million to one hundred fifteen million dollars. The bridge represents about a third of that and the other two thirds represents the roadway system. Their plan is to be an embanked roadway as much as they can. They want this to be a dirt job as much as they can. Obviously, there's

going to be places where they'll have to get up on a bridge structure, the Red River of course, but some of the other bayous that they'll be crossing. They are trying to avoid wetlands. In those cases, they may go up or around. The overall solution here with the Southern Loop, it ties in nicely with Caddo and Bossier's growth, the growth they're seeing at the Caddo-Bossier Port, the I-69 Service Road that's going to come about, I-49, I-20 and everything else, this we feel completes the picture.

Mr. Vinet wanted to get to the last part of the talking points. This is where they've been, what they're doing, and what's ahead. Right now, their big focus is figuring out where they're going to cross the Red River. Once that's set, from a design standpoint, that will ripple back out, and they'll be able to finish some of the early concept work and get into the schematics work. They have done about a twelve hundred acre wetland investigation and that's been followed up by about five hundred acres delineated wetland that's currently in the Corps right now. They hope to have that back within the next thirty days or so. The feedback they've been receiving thus far is that everything is trucking along. About seven hundred acres, or eighteen miles of corridor, as we were studying various alternates of a Drone LiDAR survey is completed. They've got a really good model of the ground that they'll use in their line and grade studies. Mr. Vinet said they do have an environmental assessment that's underway right now and wrapping up soon. He probably should have led with this one, but very, very, very productive conversations with most of the governmental bodies they've interacted with. That's really important. Everyone has been very open with their feedback and very transparent in expressing what they'd like to see. They'll start at the Corps. The Vicksburg District has been great to work with. They had heard that there had been a change in their mentality. They're trying to be more friendly to industry and the needs of those they serve, and they're seeing that. They've seen permit times dropping, very assessable to their personal and their feedback. The U.S. Coast Guard, the LA DOTD Headquarters and Local District. Mr. North and his team have been great to visit with. As well as Secretary Donahue and some of his leadership team. They've just received some really great feedback and great guidance from them. And of course, local governments. They appreciate all the feedback they get on the local level. Their next big target, besides identifying the bridge location, is to put in their four zero eight permit. The four zero eight permit is the big one. It's to make sure their project doesn't adversely conflict with an ongoing federal project. Which namely, the Red River Navigation Project, the Caddo Levee and the Bossier Levee. The early conversations they've had with Vicksburg were great and they feel that this will move along nicely and should flow. They're trying to get that permit turned in and they do have boring permits in with the Corps now so that they can start some geotechnical investigation, and they anticipate breaking ground in the Fall of 2025. That's very aggressive and they know that. But that's why they can do this because they're private, they're pushing through this and speeding up a lot of things that take time.

Mr. Ford wanted to thank Mr. James and Mr. Vinet for coming. Mr. James and himself have met numerous times and he's been keeping them up to speed on what's going on. They're hoping for a successful start date later this fall.

Mr. England wanted to comment as well. Mr. England stated that they have a prospect for this site. They've interacted with the company as well and found them to be extraordinarily accommodating to their requests given by the company's planning and the Port's prospects for current and future plans.

8. Resolution in Recognition of Mr. Butch Ford's Service

Mr. Rogers stated that the next thing on the agenda was the Resolution in Recognition and Appreciation of Distinguished Service of Mr. Joe E. "Butch" Ford, Jr. For those of you that don't know, those of you on the committee and in the audience, this is Mr. Ford's last official duty as Administrator from Bossier Parish. Mr. Rogers said he wasn't going to read the entire resolution, but it's a thank you and appreciation for all his work over the years. Not only as Administrator, but also as the Bossier Parish Engineer, and many years ago with the DOTD. From a technical standpoint, all the way through, they all served in these chairs for the MPO in various

aspects with NLCOG over twenty-one years. He knows the staff greatly appreciates the support, guidance and leadership you've provided and he's sure the rest of the board does also.

Mr. Ford said, "Thank you", to Mr. Rogers and that it's been a pleasure to serve with them the last few years on the MPO. He served eighteen years on the Technical Committee. He just hopes that they've made their mark on the transportation system. He knows this work will continue, it's so important, and he's lived here all his life. Looking at the projects that they've built, when he was in high school, Bert Kouns, I-49 coming through town, Mr. Billy Wayne Montgomery coming up with the idea to fund I-49 North. This body has had great responsibilities and it's been his pleasure to serve with them. Mr. Ford said he'll be praying for them in the future. Mr. Ford said that he was going to turn the gavel over to Mrs. Bryant now.

Mayor Arceneaux motioned, and Mrs. Bryant seconded the motion to Adopt the Resolution in Recognition and Appreciation of Distinguished Service of Mr. Joe E. "Butch" Ford Jr. Mrs. Bryant called for questions or comments. Having none, Mrs. Bryant called for a vote and the motion passed.

Mrs. Bryant wanted to tell Mr. Ford, "Thank you for your service. It's been a joy working with him and just getting to know him". She knows that Bossier Parish is in good hands with his replacement, Dr. Ken Ward. Mrs. Bryant said that she's had her experiences with Dr. Ward so she can attest that they're all in good hands. She wanted to wish him the best in his retirement. She knows he'll be around to answer phone calls and questions, but they'll try not to bother him too much. She really wishes him the best.

9. MPO Officers – Promotion of Mrs. Erica Bryant to Chair & Election of new Vice Chair

Mr. Rogers said that now since Mr. Ford's retirement and changeover, Mrs. Bryant will become their Chair, but they have a vacancy for Vice-Chair. They need a nomination for whom they feel the Vice-Chair should be and to serve out the remainder of this fiscal year. Mr. Rogers said that he did have a recommendation. He would recommend Mr. Blanton. Although Mr. Blanton has served in capacities on the Board of Directors, it's been a while since he has served a similar capacity on the MPO.

Mrs. Bryant asked if there were any further questions. Having none, The Chair will entertain a motion to promote Mrs. Erica Bryant to Chair and Mr. Bruce Blanton as Vice-Chair of the MPO for the remainder of the fiscal year ending June 30, 2025. Mayor Arceneaux motioned, and Mr. Washington seconded. Mrs. Bryant called for questions or comments. Having none, the Chair called for a vote and the motion passed.

Announcements

Mr. Rogers said that the next regular scheduled MPO meeting is Friday, February 21, 2025.

Adjourn

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



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: Dec 17

Name: John Perking

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

Allendale I49

met last night want to
begin building houses Agti-
pad side streets need
Attention

rem on I 345 ~ Dallas



**RESOLUTION IN RECOGNITION
AND APPRECIATION OF DISTINGUISHED SERVICE**

Joe E. "Butch" Ford, Jr

WHEREAS, The Northwest Louisiana Council of Governments, Inc. (NLCOG) serves as a regional planning organization for the Parishes of Bossier, Caddo, DeSoto, and Webster and the cities of Bossier City and Shreveport; and

WHEREAS, The NLCOG also serves as the Metropolitan Planning Organization (MPO) for the region designated by the Governor of the State of Louisiana, The Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, the Bossier Parish Police Jury is represented on the NLCOG Board of Directors and the MPO by their Administrator; and

WHEREAS, Joe E. "Butch" Ford has served as the Administrator for Bossier Parish between January 2021 through January 2025 and as Parish Engineer prior to that, with over 21 years of service to Bossier Parish; and

WHEREAS, Joe E. "Butch" Ford has provided outstanding leadership and guidance on behalf of the Bossier Parish Police Jury to NLCOG's Board of Directors the MPO, and the Technical Coordinating Committee serving in the roles of Chair and Vice Chair; and

NOW, THEREFORE, BE IT RESOLVED that the Northwest Louisiana Council of Governments formally acknowledges and extends its profound appreciation to Joe E. "Butch" Ford for his many years of service and his lasting contributions to the Board of Directors, the MPO, and its mission.

BE IT FURTHER RESOLVED that on this 17th day of January 2025, the NLCOG Board of Directors and MPO did, with due notice and quorum held, affirm this Resolution and acknowledge it be saved in the permanent minutes and a copy of this Resolution is given to Joe E. "Butch" Ford.



J. Kent Roges, Executive Director
Secretary to the Board of Directors
Secretary to the Metropolitan Planning Organization



Metropolitan Planning Organization Transportation Policy Committee

February 21, 2025 - 9:00 am
Government Chambers at Government Plaza
505 Travis St, 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 of January 17, 2025](#)
2. Transportation Improvement Program (TIP)
[TIP Amendments and Modifications](#)
3. SS4A Regional Safety Plan – ATG
[Northwest Louisiana Safe Streets For All Regional Safety Action Plan](#) (Adoption)
[2025 Annual Safety Performance Measures Report](#) (Adoption)
4. Metropolitan Transportation Plan Update
[Draft Scope of Services for MPO – LaDOTD Project Agreement](#)
5. Project Updates
I-49 ICC
[I-69](#)
[I-20 Rehab](#)
[Jimmie Davis Bridge](#)
[LA 1 - Youree Drive Overlay](#)

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, March 21, 2025.

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 21, 2025 (9:00 AM)

Government Chambers at Government Plaza
505 Travis St., Shreveport, LA 71101

Members' Present

Mayor Tom Arceneaux – City of Shreveport
Mr. Alan Clarke – MPC City of Shreveport
Dr. Ken Ward – Bossier Parish
Mrs. Erica Bryant – Caddo Parish
Mr. David North – LaDOTD District 04
Mr. Bruce Blanton – Webster Parish
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tommy Chandler – City of Bossier City

Members Absent

Mr. Michael Norton – DeSoto Parish
Mr. Eric England – Port of Caddo-Bossier
Mr. Dinero' Washington – SporTran

Others Present

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

Call to Order

Mrs. Bryant called the meeting to order. She stated that we generally have the invocation, roll call and a pledge at the beginning of the meeting. Mrs. Bryant said that she was going to ask Mr. Clarke to lead us on the pledge and Dr. Ward to lead us in prayer. She asked if those that cared to join them to please stand. Mr. Clarke led us on the pledge followed by Dr. Ward leading us in prayer. Mrs. Bryant asked Mr. Rogers to begin the roll call. Mr. Rogers called roll. A quorum was present.

Mr. Rogers stated that they had a couple of individuals from the safety coalition, along with Dr. Barrett, that would like to make some comments on the Safety Plan and whatnot. He wanted to see if they could move those two items under number three on the agenda, the Northwest Louisiana Safe Streets For All Regional Safety Action Plan and the Annual Safety Performance Measures Report, to the end. That way they have time to hear from them all and not get mixed up.

Mrs. Bryant asked if they could get a motion to Approve item number three on the agenda, SS4A Regional Safety Plan - ATG, to the end of the agenda. Mayor Arceneaux motioned, and Mr. Clarke seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

Public Comments

Mrs. Bryant asked if there were any public comments. Mr. Chevallier stated they had two comments and reminded him of the allotted three minutes.

Mr. Dave Hackney was first to comment. Mr. Hackney said, "Good Morning" to the board, introduced himself and stated that he's a retired registered professional engineer. He said he was there today to make some comments on last month's meeting where Mr. James addressed the MPO committee and gave an update on the Red River Express. *(Please see Mr. Hackney's attached comment below.)*

Mr. Curtis Rambin was next to comment. Mr. Rambin said, "Good Morning", and that he and his wife live off Milbank Drive in Twelve Oaks neighborhood. Mr. Rambin said they built their home in 2011, and they picked that particular lot because the lot behind them was on the perimeter of the neighborhood, an open field with a tree line along the bayou, an expensive view. They've been there fourteen years, and it's afforded them a lot of privacy and enjoyment. He said this expressway would spoil all of that. This right-of-way comes right up behind their property line. The traffic would be just beyond that. Mr. Rambin said that it's not just going to spoil it for him and his wife, but for a lot of their neighbors. It's proposed it could run right next to the playground or park. He asks that when the time comes, don't approve it. Mr. Rambin said that's all he has to say.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes for the January 17, 2025, meeting. Mayor Arceneaux motioned, and Mr. Clarke seconded to approve the minutes as provided. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

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

Mr. Rogers stated that under the TIP program, they have two sections that have items under them from the DOTD program for items for adoption. US371: KCS RR OVERPASSES HBI and KINGS HWY: HEALTHCARE & DEV. CORRIDOR. They've both been put out for public comment period and they've received no public comments so they're ready to go. Mr. Rogers said KINGS HWY: HEALTHCARE & DEV. CORRIDOR is putting the engineering phase at \$1.834M this year and construction phase in next fiscal year. For US371: KCS RR OVERPASSES HBI, it's putting the additional construction phase into this fiscal year.

Mr. Rogers said the second piece of TIP agenda items is for introduction. It's for SporTran's 5307 Transit Program for this calendar year, utilizing the appropriations from last year. The total amount is roughly \$8.7 million. The federal share of that is roughly \$5.884 million. Again, that's for introduction.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Adoption of the Transportation Improvement Program Administrative Modifications and Amendments. Mr. Clarke motioned, and Mayor Arceneaux seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

4. Metropolitan Transportation Plan Update - Draft Scope of Services for MPO - LaDOTD Project Agreement

Mr. Rogers said the next item, and it's informational only at this time, is the update for the long-range plan scope of services. They have been working with DOTD. The long-range plan is a twenty-five year plan, but it has to be updated every five years. They have to include a full twenty years for it to be in compliance with the federal regulations. Mr. Rogers said that the basic scope items that are included are Project Management, Developing Guiding Principles and Criteria for MTP Update, Public Involvement, Existing Conditions Review (which is reviewing the existing conditions of the system as it is currently). There's also a task for Updating the Transportation Model, that's their TransCAD Travel Demand Model that they run traffic analysis on for various heaps of years. Task six is Development of Forecasts for those. Mr. Rogers said they do population and employment projections, add those into the model, and look at the different scenarios for the years they'll be looking at. 2025 would be what they call the E+C (Existing Plus Committed). For 2030, 2040 and 2050 Networks, they'd be looking at the different needs that come from those and testing those out. Another task is the Public Transit Element. Mr. Washington has asked that while doing this process they look at some Bus Rapid Transit Corridors, similar to what will be coming out of the Medical Corridor, doing some similar things with a few other corridors throughout the area. They're also looking at some additional connections from the Rural Transit providers in DeSoto, Webster, northern Bossier Parish and how they could connect those better to the Urban system. Task nine is the Review of Existing Freight Network and Services. Mr. Rogers said they've been working with the Port. They've done some work on freight analysis, including truck traffic coming in and out of the Port and around that area. Next is incorporating the Active Transportation Plan, which was recently approved, and parts of the SS4A Plan, into that process for those bike ped and safety components of the plan. Last, but not least, there's a financial constraint component that they have to do with the plan. Looking at what funding is projected to come into the region, how much the funding would be, and how they could spread that across the various programs and projects. Then identify a plan development and an identifiable implementation to go along with it. They hope to have the Scope Agreement and the agreement with DOTD, then have a BAQ ready for their approval at the March meeting. Then they'll have presentations from different firms at the April meeting for them to make a selection. One thing that DOTD has now required, previously they've done a lump sum for safe complete contracts, but all contracts now have to be negotiated with man hours, time and material, so it will be a little different looking at those proposals and negotiating that contract then the previous time.

5. Project Updates

I-49 ICC - Mr. Rogers said the biggest thing they would like to emphasize is that they are on track and they're still on schedule to what was presented in June 2024. Probably the biggest thing about this is that the draft alternatives chapter and a draft introductory chapter have been submitted to DOTD and FHWA. They have been reviewing those and have asked for comments back from Stantec and Providence for some clarification on some things on there. Those answers have gone back and forth between them. DOTD and FHWA are hoping to hold a meeting to discuss some of the cultural and Section 4(f) things at the end of this month. Mr. Rogers said that again, they're still on track for the timeline that was outlined.

I-69 - Mr. Rogers said the Port received a RAISE Grant. This was an application grant that they went after to bridge that gap after COVID. That grant was a little more than \$22.5M. It brings their total funding for the Service Road Project up to \$81 million. The Port and DOTD are working with federal highways on how that grant agreement will work out for that RAISE Grant. The city went through that with the Medical Corridor Grant also, so they'll be going through that same process. Mr. Rogers said they have a contract and there's some right-of-way surveying and some environmental updating going on currently so they're moving forward with that.

He directed them to the map that's up in the top right-hand corner of the I-69 slide. Mr. Rogers stated that that was some of the truck traffic analysis that they'd done with the Port while looking at this project. That is all truck traffic coming into and out of the Port and mapping it to its final destinations. They use the Streetlight data they have that tracks actual vehicles through there using GPS transponders and cell phone activity and whatnot. There's a clear corridor. If you look, the far corner is Memphis, the bottom corner down is Houston and there's a clear need for I-69 to be completed through the area to help with that truck traffic.

I-20 Rehab Project - Mr. Rogers said they have moved into Phase 3 of the project, the final phase. Old Minden and Industrial Drive interchanges should reopen around the March-April timeframe. Estimated completion of the project is late this year 2025 or early next year 2026. He's driven on some of that new pavement and it's pretty nice. It will definitely be nice when the entire thing is completed.

Jimmie Davis Bridge - Mr. Rogers said it's moving along quite well. He knows the parkways have been closed off a couple of times these past few weeks while they're moving around equipment. The construction of the temporary trestle bridge is nearly complete, and the estimated completion date of the new bridge is early 2027.

Youree Drive Overlay (LA 1) - Mr. Rogers said now for a nice, little, new update that he knows a lot of people in Shreveport are interested in. The DOTD District office got some additional funding this year and \$3.8 million of that was dedicated to the Youree Drive Overlay project. It will go from Southfield Road to Stoner Avenue, three miles. He knows they've started working on that project and people have been curious about some of the delays, but in the end with the I-20 project it will be well worth it once it's completed. Estimated completion is end of June this year.

Mr. North stated June 30, 2025. He said that they've been having some problems with the patching on this project. When they start a patch, they find utilities that are disconnected and still there. It's the product of being in an urban environment, but the contractor is moving on it.

Mr. Rogers said that now they were going to jump back to item three on the agenda.

Mr. Rogers also asked to let the record reflect that Mr. Blanton has arrived.

3. SS4A Regional Safety Plan - ATG - 2025 Annual Safety Performance Measures Report (Adoption)

Mr. Rogers said the first part of this he'd like to cover is the Performance Measures/Target Setting Report. This is an annual effort that they're required to make through Federal Highways and the current legislation for that defining performance measures for the area. They introduced this at the previous meeting. It looks at the targets and there's a couple of different categories including Fatal accidents, Suspected Serious Injuries (SSI), Non-motorized Fatalities plus Suspected Serious Injuries (SSI), and Fatality Rate (per 100M VMT-vehicle miles travelled). In the past we've tracked these along with the DOTD measures. This performance measure is a rolling five year average. The recommendation at this point is a one percent decrease. They hope to achieve a one percent decrease in that rolling five year average overtime.

Mr. Rogers was going to make some personal comments on this now for this part in should we adopt the Regional Safety SS4A Plan. This number in the future will need to change. This year we're good, but as we begin to implement the Safe Streets Plan, in order to truly achieve those goals for the Safe Street Plan, these numbers will also have to change. Basically, continuing to follow the DOTD recommended and statewide numbers of one percent, one percent, one percent and he thinks a couple of years ago it was a one point five percent or something to that extent, but it hasn't been much. To ultimately achieve those goals of the Safe Streets Plan, an

implementation of those projects, that one percent should change and hopefully bring down those numbers for our region in particular. We did put that out for public comments, but we didn't receive any back.

Mr. Petro said that it is just a reminder to the committee that this is an amendment to their Long-Range Transportation Plan not their Transportation Improvement Plan. They amend this every year. He wanted to echo what Mr. Rogers was saying in that when you consider the Safe Streets For All Plan, that will have a tremendous impact on these numbers and help drive them down in the future and hopefully get to the point where they don't have any deaths on highways. Mr. Petro said that that's what they're striving for, and he knows it's a very difficult goal to achieve, but they have to set that bar pretty high with no death because every death is very important. So, when you consider the Safe Streets For All Plan, that will allow them to go after implementation grants not only for infrastructure, but for behavioral issues. Dr. Barrett will have some guests speak on this and give some compelling comments concerning this. The behavioral side is also very critical not just infrastructure. They would be able to obtain implementation grants to help fund improvements in both areas. That's why these performance targets are so important to help keep us on track and give them an idea of how they're doing as a region and state.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Adoption of the 2025 Annual Safety Performance Measures Report. Mr. Clarke motioned, and Mayor Chandler seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

SS4A Regional Safety Plan - ATG - Northwest Louisiana Safe Streets For All Regional Safety Action Plan (Adoption)

Mr. Rogers stated that he was going to have Mrs. Soll from ATG come up to give her presentation. Following that they received a few comments from the Safety Coalition and afterwards Mr. Rogers himself had some personal comments he liked to make.

Mrs. Soll thanked the board for inviting her back to talk about the Safe Streets For All Regional Safety Plan and said that hopefully this will be the last time they'll see her for a while. She said that this plan was prepared by a consultant team, with ATG being the prime consultant. Other consultants include Volkert, and a couple of them were there today, as well as Bonton Associates and Halff. Mrs. Soll was going to run through a couple of items in the presentation really quickly since she's already given them briefs on it. ***(Please see Mrs. Soll's attached presentation below.)***

Mr. Rogers said that next they had Dr. Barrett who is an NLCOG staff member that covers the Regional Transportation Safety Coalition. That coalition consists of members of the police, fire, 911, emergency services, and basically all those related entities. Mr. Rogers said they had a few guests from her coalition that would like to make some comments, but he was going to turn it to Dr. Barrett at this point. He said that a lot of what the Safety Coalition does is that non-infrastructure side of the Safe Streets Program.

Dr. Barrett said that in August of 2015, almost ten years ago now, Mr. Rogers called and said he had this new position, not sure what she would be doing, but there are nine of them in the state now so make it your own. Make it work for northwest Louisiana. Dr. Barrett said that it has been her pleasure to facilitate, partner with, and create all kinds of educational programs. Mr. Rogers had asked her to pick a few that are kind of summed up of what they've done. She did from the earliest to the most recent. One of the earliest things they did was partner with Think First and Caddo Sheriff's Department for a middle school education program that they brought through all the Caddo Parish middle schools. They were selected as one of four locations in the United States by the Preusser Research Group and that was an FHWA Grant, and a lot of fun! Dr. Barrett said they had Mr. Fletcher from Think First here today and they've done a lot over the years. At one point, T. W. Starr interviewed her, and

she said on camera that if they had roadway concerns just to let her know she would take care of it for them. That started a lot of phone calls and a lot of situations making her wish she hadn't said that, but it has been fun figuring out who owns the road, learning about the parish and city engineers, and what they can do, Mr. North's team with DOTD, and Mr. Jim Hollier, they're just wonderful. Dr. Barrett said that she'll give Brandon a lot of locations, a lot in Webster Parish, and law enforcement will text her and say they've had a lot of crashes there, they're not fatal or serious, but they're hydroplaning and what can we do about this. Just making those connections and being that middleman. They created a Travel Safely video that a lot of them were in a couple of years ago and put that out. They also partnered with DIGIVision Media and had digital billboards for about a year. They had around thirty-six hours of six second plays for a long period of time. Dr. Barrett said they have facilitated video contests for colleges and high schools, and they've had a couple of winners in our area. Most recently, Plain Dealing High School just won twenty-five hundred dollars for a statewide video contest for Distracted Driving. Operation Clear Track, Mrs. Buchanan was just in there a minute ago, she had asked the state police if they wanted to do this law enforcement detail, mostly because she wanted to ride a train, and they said yes. They've done this for a couple of years now and it's an education for the citizens, "don't go under when the lights are flashing". Dr. Barrett said that the most recent thing they were honored by was that the state police issued a Leaders in Law Enforcement application and won forty thousand dollars for the troop, and they featured the Safety Coalition as someone that has been helpful to the community. That's just a few things that they've done overtime that have been exciting and fun, and she looks forward to another ten years if Mr. Kent will keep her.

Lieutenant Frank Kuba said "Good Morning" to the board and stated he is the Executive Officer at Troop G in Bossier. He just wanted to make a few brief comments. Lt. Kuba said they started a DWI project in 2019, and it was under Lt. Barry Spinney. Lt. Spinney reached out to Dr. Barrett at NLCOG to purchase a multi-use trailer. Their intent for that was to have something they could house at the troop to put their supplies in so other agencies could come and hook up to this trailer, take it to their safety initiative, fairs, DWI check points, and things of that nature. It's been very beneficial, not just to them, but to the community. They really appreciate it, and it's had a huge impact on the community. Lt. Kuba said that he just wanted to say thank you for that.

Mr. Ronald "Bubba" Fletcher, Executive Director of Think First, was next to comment. Mr. Fletcher introduced himself and stated that Think First is an injury prevention non-profit that's been here for almost thirty years. A lot of people still haven't heard of them so that's why it's so important to have partnerships like they do with the Safety Coalition. It opens them up to other opportunities for other partnerships in the community. Recently, they were able to fit over fifty children and teenagers with bicycle helmets. A lot of things that aren't thought of, especially through the holiday season when there are a lot of bicycles, scooters, skateboards and everything else. Usually, helmets aren't even considered when buying those things. Fortunately, they're able to get out in their community with their partnerships, and like he said before, they were able to fit over fifty children and teenagers with helmets and also provided them with bicycle lights to put on their bicycles if they're going to be riding at dusk or dawn in situations. Mr. Fletcher said that the thing is with these partnerships, so many times they don't get to see the lives that they save. Unfortunately, they get to see all the unfortunate outcomes. They see deaths and severe injuries. Through this partnership they're able to multiply the lives that they're saving and they're truly doing that here in their community. Mr. Fletcher wanted to thank Dr. Barrett, NLCOG and everyone for that opportunity.

Sargent DJ Belanger, Shreveport Police Department was next to comment. Sgt. Belanger said "Good Morning" to everyone. He said that Dr. Barrett asked him to come this morning to speak briefly about some of the things they're doing in the DWI unit. It's his understanding that Dr. Barrett has helped to secure funding to help out with their program, particularly to pay off-duty paramedics and firefighters to conduct blood drawings in regard to impaired driving. Sgt. Belanger said that when they target and arrest drunken drivers, there's two ways they can chemically test for intoxication and that's through breath and blood. Breath is obviously the easiest and less invasive, but it requires consent. With blood, they can take it without consent via a warrant, and it can also tell

them if they have other agents on board as far as drugs and give them a more accurate result. Their ultimate goal in doing the blood draws is to reduce habitual drunken drivers. You have individuals out there that consistently get arrested, and they refuse over and over again. This helps ensure quality prosecution. They can bring good cases and hopefully get these people off the roadway. If anyone had any questions, he'd be happy to answer them. Sgt. Belanger wanted to thank Dr. Barrett for inviting him to speak today.

Dr. Barrett said that these are just a few of the partnerships they have throughout the community and it's a pleasure to provide that education. Like Mr. Fletcher said it's to multiply the good things that are happening and through NLCOG's participation with the Safety Coalition, they're able to do those things.

Mrs. Bryant said "thank you" to all of them and to Mr. Rogers for all that they're doing to keep the citizens safe and educated.

Mr. Rogers said they've heard a lot of things from the infrastructure side about how and why they do this. He knows that they initially told them when they got the grant and what a lot of it was. To be able to do the infrastructure side you have to have the plan. You have to have a plan in place, we put a plan in place and developed that plan. Part of the real reason we do this: in 2022 thirty-nine thousand fatalities across the United States, more than 1.6 million serious injuries due to crashes. In Louisiana, there were eight hundred thirty-two fatal crashes during that time frame. Within our region, there were eighty-four fatalities on our roadways. Four thousand two hundred eighty-six injuries across the region.

*Mr. Rogers wanted to tell them why he does this. His daughter. She passed away in a serious car accident. "If we're able to implement **ONE** of these projects and save **ONE** life, then it's all worth it." He knows that we all have experienced issues in our lives, crashes and accidents at some point in time. Mr. Rogers said he's sure members of your family have been involved in accidents and whatnot, but it truly is a tragedy when that happens. "Again, if there's any way that they are able to implement just **ONE** project and save **ONE** life," to him, "that makes it all worthwhile."*

Mr. Rogers asked if they had any questions or comments and said he'd be happy to answer and if they had any questions on the plan Mrs. Soll would be happy to answer.

Mrs. Bryant thanked Mr. Rogers and said they do recognize the personal tragedy that he's experienced in relation to this, and they truly understand why it's necessary to keep the citizens safe and why they would hate for anyone to lose their life. If there's anything they can do they'd like to help.

Mr. Rogers said, "thank you."

Mrs. Askew-Brown had one general question. "For the implementation plan, where does that grant come from? Does it come from the place as the SS4A?"

Mrs. Soll said "yes", she thinks they were very successful in making that connection. "This region has already done a lot of great work with the educational and non-infrastructure side so this implementation grant will allow for more of that as well as infrastructure projects." The program, as it currently exists, is this SS4A Implementation Grant. She believes the next application cycle or notice of finding opportunity would open up some time in March. They will continue at least four or the remaining couple of years that are left on the cycle. Now that the projects have been developed, it could also be available for additional funding sources. Whether those be other discretionary grant sources or formula funds that they already have through their MTP and TIP process. But the answer is "yes". The intention is that those projects in that appendix, you could apply for any group of them in the implementation grant under the same program. It still does require a twenty percent match which will probably be the determining factor on which ones you go for.

Mr. Rogers said that they needed approval for the adoption of the SS4A and it would also be the approval for the Vision Zero Statement.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the NLCOG Safe Streets For All Regional Safety Action Plan adoption and the Vision Zero Statement. Mr. Arceneaux motioned, and Mrs. Askew-Brown seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

Announcements

Mr. Rogers said that the next regular scheduled MPO meeting is on Friday, March 21, 2025, in the Government Chambers. In the meantime, several already know, he will be travelling to D.C. the week before that with all the state and I-69 group to meet with their delegation and to also meet with Federal Highways and the administration on the corridor as a whole. Hopefully to get some push from them. One of the things he is going to ask is for Texas to step up to the plate and start the environmental process for that joint section between Louisiana and Texas. But also, to continue to push for the projects, the corridor in our region.

Adjourn

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



J. Kent Rogers, Secretary



Metropolitan Planning Organization Transportation Policy Committee

March 21, 2025 - 9:00 am
Government Chambers at Government Plaza
505 Travis St, 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 of February 21, 2025](#)
2. Transportation Improvement Program (TIP)
[TIP Amendments and Modifications](#)
3. Project Updates
[Regional Project Updates](#)

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, April 25, 2025.

ADJOURN



Metropolitan Planning Organization Transportation Policy Committee

April 04, 2025 - 9:00 am

(reschedule of March 21, 2025 due to lack of quorum)

Government Chambers at Government Plaza

505 Travis St, 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 of February 21, 2025](#)
- 2. Transportation Improvement Program (TIP)**
[TIP Amendments and Modifications](#)
- 3. Metropolitan Transportation Plan Update**
RFQ & Advertisement
- 4. Project Updates**
[Regional Project Updates](#)

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, April 25, 2025.

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 04, 2025 (9:00 AM)

Government Chambers at Government Plaza
505 Travis St., Shreveport, LA 71101

Members' Present

Mayor Tom Arceneaux – City of Shreveport
Mr. Alan Clarke – MPC City of Shreveport
Dr. Ken Ward – Bossier Parish
Mrs. Erica Bryant – Caddo Parish
Mr. David North – LaDOTD District 04
Mr. Bruce Blanton – Webster Parish
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tommy Chandler – City of Bossier City
Mr. Michael Norton – DeSoto Parish
Mr. Eric England – Port of Caddo-Bossier
Mr. Dinero' Washington – SporTran

Members Absent

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Mrs. Savannah Williams – NLCOG
Mrs. Heidi Stewart - NLCOG
Dr. Shelly Barrett – NLCOG
Mr. Adam Driskill - NLCOG
Mr. Josh Chevallier – NLCOG Legal Council

Call to Order

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

Public Comments

Mrs. Bryant asked if there were any public comments. Mr. Rogers stated they hadn't received any comments.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes for the February 21, 2025, meeting. Mayor Arceneaux motioned, and Mr. England seconded to approve the minutes as provided. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

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

Mr. Rogers stated that they had one Administrative Modification, which is to update the engineering phase for the US 80: BRIDGES NEAR MINDEN.

They had one Amendment for Introduction for Public Comment. That is for Adding the Right-of-Way Phase for the US371: KCS RR OVERPASSES project.

Transit Programming had an Amendment for Adoption, the 5307 Program for Mr. Washington. Mr. Rogers said that this is putting in the actual numbers for the grant based on the former estimated numbers.

Mr. Rogers stated that this was all under the Transportation Improvement Program (TIP) - Amendments and Modifications.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Adoption of the Transportation Improvement Program Administrative Modifications and Amendments. Mr. Washington motioned, and Mayor Chandler seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Metropolitan Plan Update - RFQ and Advertisement

Mr. Rogers said that in their packets they'll see the basics of the requests for NLCOG. This is for the Long-Range Plan Transportation Update, and obviously the Scope, he believes it was two meetings ago that it was approved by DOTD and everyone. Mr. Rogers said this is for the advertisement. On the backside of the page, they can see some basics of the evaluation criteria and timeline that they're looking for. They will get it out on the website and email on Monday, April 7, 2025. The ad for the paper will run no later than Friday, April 11, 2025. Respondents are due by Tuesday, May 6, 2025. Staff and Technical will go through those responses no later than Friday, May 9, 2025, then send them a short list and hopefully have a couple of presentations by the short list members on Friday, May 16, 2025. Mr. Rogers said it's a quick timeframe to get it out and get it back, then get it to them. Other than that, it would be shifting a couple of months, which is why they try to push it fast.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Advertisement for Request for Qualifications for the Metropolitan Transportation Plan Update. Mr. Washington motioned, and Mr. Clarke seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

Dr. Ward asked Mr. Rogers what paper they put the advertisement in.

Mr. Rogers said they put it in the Shreveport Times. That's technically their official paper of record.

Dr. Ward asked if it ran two or three times.

Mr. Rogers said they'll run it a minimum of two times. Right now, it's scheduled to run possibly Wednesday. They have to have it in, he believes, three days in advance. Depending on the time of day it gets in, and the number of people that are ahead of them, because they've been told they only run so many at a time. Mr. Rogers said so possibly Wednesday, but no later than Friday. Typically, they try to have it the Sunday paper since it's the bigger one.

4. Project Updates

I-49 ICC - Mr. Rogers said that other than the sheet they received prior to the previously scheduled meeting, they've had a couple of meetings with DOTD, FHWA and Secretary Donahue going through the draft Alternatives chapter and draft EIS. They're making sure it falls in line with some of the new regulations. One of the things, with the new administration, they were asked to scrub all EJ (Environmental Justice) and DEI (Diversity, Equity, and Inclusion) from the formal document. Mr. Rogers said they've instructed them to keep it to the side because the likely hood is that it'll be asked for later. They're in the process of getting that done as soon as the Division Office from FHWA is good, DOTD is good, it will be sent off, as they've been told lately, USDOT Legal Sufficiency Office versus previously when it was going to FHWA Legal Sufficiency Office. This will be the first big project coming out of the State of Louisiana that's going through that legal sufficiency office versus FHWA.

I-69 Service Road- Mr. Rogers said that the PORT is coordinating with FHWA on the BUILD grant that was received. They're working to make those arrangements. He knows there were some changeovers of personnel in the Division Office so they're going to be a little slow down there.

I-69 Full Route – Mr. Rogers stated that he's putting together a packet of all the data and information that he received from his trip up there to provide to them the full corridor details. The Coalition of that group is looking to do something big. Not necessarily a cost benefit analysis, but kind of a quick run through of how much each state would spend over the next five to ten years, realistically, on the Full Corridor project and possibly making sure that amount is included somehow in the new Reauthorization Bill.

I-20 Rehab Project - Mr. Rogers said that it's going great. He didn't think there was anything new from what was in there for the previous meeting. They're about seventy-five percent complete.

Jimmie Davis Bridge (LA 511) - Mr. Rogers said it's moving along great as well.

Youree Drive (LA 1) - Mr. Rogers said he's noticed new pavement and it's nice.

Upcoming Projects of Interest – Mr. Rogers said there's a series of upcoming projects that will be coming up soon.

Mr. Norton wanted to ask Mr. Rogers, "On the I-69 Service Road, has the right-of-way been bought on that already"?

Mr. England stated, "No, they're out there surveying right now".

Mr. Norton asked, "Once the survey is done, right when the design starts, the right-of-way will begin"?

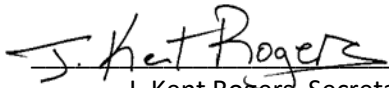
Mr. England said, "You got it".

Announcements

Mr. Rogers said he had one last announcement to make. He had put a sheet of paper with their packets for the SS4A. They did release a NOFO (Notice of Funding Opportunity) for the next round of funding for Safe Streets for All projects. Now that they have an adopted plan and there's projects in there, they're ready to go for the next round. Mr. Rogers said they'll probably take a look to see if there's anything from the MPO's standpoint of applying for some of that and may look at some of those quick build, non-infrastructure type things that were recommended down there and see what they can do. He encourages them to get their staff to look at those plans and see if there's anything they could work through with their agencies this round. The sheets they provided that had detailed information on each of the projects should be pretty easy and ready to go. Mr. Rogers said that the next regular scheduled MPO meeting is on Friday, April 25, 2025, in the Government Chambers at 9:00 am.

Adjourn

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


J. Kent Rogers, Secretary



Metropolitan Planning Organization Transportation Policy Committee

April 25, 2025 - 9:00 am
Government Chambers at Government Plaza
505 Travis St, 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 of April 4, 2025](#)
2. Transportation Improvement Program (TIP)
[TIP Amendments and Modifications](#)
3. Fiscal Year 2026 Unified Planning Work Program
[Introduction of Fiscal Year 2026 UPWP \(to be adopted June 13, 2025\)](#)
4. Project Updates
[Regional Project Updates](#)

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, May 16, 2025.

Presentations by short list consultants for Metropolitan Transportation Plan Update (May 16 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, April 25, 2025 (9:00 AM)

Government Chambers at Government Plaza
505 Travis St., Shreveport, LA 71101

Members' Present

Mr. Alan Clarke – MPC City of Shreveport
Dr. Ken Ward – Bossier Parish
Mrs. Erica Bryant – Caddo Parish
Mr. David North – LaDOTD District 04
Mr. Bruce Blanton – Webster Parish
Mr. Eric England – Port of Caddo-Bossier
Mr. Dinero' Washington – SporTran

Members Absent

Mayor Tom Arceneaux – City of Shreveport
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tommy Chandler – City of Bossier City
Mr. Michael Norton – DeSoto Parish

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Mrs. Rita Arnold - NLCOG
Mrs. Heidi Stewart - NLCOG
Mr. Josh Chevallier – NLCOG Legal Council

Call to Order

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

Public Comments

Mrs. Bryant asked if there were any public comments. Mr. Rogers stated they hadn't received any comments.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes for the April 04, 2025, meeting. Mr. Washington motioned, and Mr. England seconded to approve the minutes as provided. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

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

Mr. Rogers stated the only TIP Amendment they had at this time is the state project US371: KCS RR OVERPASSES HBI, and it was introduced at the last meeting for the addition of the Right-of-Way phase. They've received no public comments.

Mr. North wanted to ask Mr. Rogers a question. He asked if that project was the one at Sibley or Minden. Mr. North said that he could find out.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Adoption of the Transportation Improvement Program Administrative Modifications and Amendments. Mr. Washington motioned, and Mr. England seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Fiscal Year 2026 Unified Planning Work Program – Introduction of Fiscal Year 2026 UPWP (to be adopted June 13, 2025)

Mr. Rogers said that they should have received a full copy of the proposed work program for next year. It will not be up for adoption until the June meeting. This is just an initial introduction for them. Mr. Rogers said they've made a couple of changes as compared to the previous program. Some of the items are for the TIP Program and the listing of Annual Obligated Projects portion have been combined into the Core Metropolitan Planning Programs section. That section now includes the TIP, the standard requirements under the federal law that they have to maintain and develop, the Plan, and the Annual Listing of Obligated Projects. They've combined all of those into the Core Metropolitan Planning Programs.

Mr. Rogers said that everything else remains pretty much the same. The only difference with the Safety Program is that it was previously listed as "G" and now it's an "S". It was requested from the State to have the Safety part listed as an "S" for project and program.

All of this is just a first initial introduction. If there are any questions or comments, he'd be glad to answer.

Mr. Clarke said that he remembered at some point that they were looking at Highway 79 for a possible four-lane to DeBerry (Texas) about two years ago, and Mr. Rogers had said that it was on the list of unfunded needs, or something to that effect. Mr. Clarke said he was just curious and wanted to follow up.

Mr. Rogers said that he believes it's listed on their Long-Range Plan. They will be making a major update to their Long-Range Plan. He's anticipating from the responses he's heard from staff, and submittals, they'll be getting a presentation from those submittals at the next meeting. That plan update, they'll start probably late June early July timeframe.

4. Project Updates

I-49 ICC – Mr. Rogers said we are still on schedule. The draft submittals for legal sufficiency review, including Chapter 2, 4f and Section 106 documents are working their way around the USDOT/FHWA division office and the consulting team to make sure everything is good to go there before they send it up to Washington. Mr. Rogers said that he had noted in the last meeting that it would be going to the USDOT legal sufficiency, they had rescinded that, and it will be going to the FHWA legal sufficiency office. They at least know what to expect from that. Through their DC trips and DC contacts they've made sure the federal government knows where they are in this process, what the project is and where they're at. Mr. Rogers said that they continue to remain on schedule.

I-69 Service Road- Mr. Rogers said they're still working on the survey and preliminary engineering work. Once they get that completed, they'll move on to the next part. From his understanding, the Port is working with FHWA on the actual BUILD grant signatures and that's a direct allocation from DOTD.

I-69 Full Route – Mr. Rogers said they've met a couple of times with the Coalition of States. They're starting to coordinate the wording for inclusion in the upcoming IIJA authorization. Similar to what they had done with I-69 and I-20, they're trying to create a high priority corridor funding stream for those projects across the US that can't be funded under the normal streams. They're trying to get some wording in for the next reauthorization.

I-20 Rehab Project - Mr. Rogers said that it's going great. He didn't know if Mrs. Buchanan or Mr. North had anything to update on the project.

Mrs. Buchanan said that she had just done an update that morning for the ramps that are currently closed.

Jimmie Davis Bridge (LA 511) - Mr. Rogers said it's moving along great as well.

Youree Drive (LA 1) - Mr. Rogers said he's driven on it and it's nice. It's moving along.

Upcoming Projects of Interest – Mr. Rogers said there's a series of upcoming projects that will be coming up soon. US371 Widening, the Responsible Charge agreement was adopted, and the Entity State Agreement is in development.

Mr. Blanton asked what the next step after that will be.

Mr. Rogers said that once that City/State Agreement is assigned, they'll advertise for engineering.

Mr. Blanton said he knows they've been waiting on some money for that, and they got it six months ago. He wanted to verify that they weren't waiting on them.

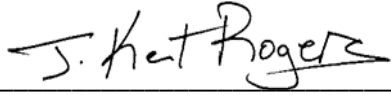
Mr. Rogers said that "No, they weren't."

Announcements

Mr. Rogers said that at the next meeting they would have a short list of consultants for the Metropolitan Transportation Plan Update. The next regular scheduled MPO meeting is on Friday, May 16, 2025, in the Government Chambers at 9:00 am.

Adjourn

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

A handwritten signature in black ink, reading "J. Kent Rogers". The signature is written in a cursive, slightly slanted style. The "J" is large and loops around the "K". The "R" has a long, sweeping tail that extends to the right.

J. Kent Rogers, Secretary



Metropolitan Planning Organization Transportation Policy Committee

May 16, 2025 - 9:00 am
Government Chambers at Government Plaza
505 Travis St, 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 of April 25, 2025](#)
2. Transportation Improvement Program (TIP)
TIP Amendments and Modifications
3. Fiscal Year 2026 Unified Planning Work Program
[Fiscal Year 2026 UPWP \(to be adopted June 13, 2025\)](#)
4. Metropolitan Transportation Plan
Presentations by Consultants
[Alliance Transportation Group \(ATG/DCCM\)](#)

[Neel- Schaffer](#)

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, June 13, 2025.

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, May 16, 2025 (9:00 AM)

Government Chambers at Government Plaza
505 Travis St., Shreveport, LA 71101

Members' Present

Mayor Tom Arceneaux – City of Shreveport
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Alan Clarke – MPC City of Shreveport
Dr. Ken Ward – Bossier Parish
Mrs. Erica Bryant – Caddo Parish
Mr. David North – LaDOTD District 04
Mr. Bruce Blanton – Webster Parish
Mr. Eric England – Port of Caddo-Bossier
Mr. Dinero' Washington – SporTran

Members Absent

Mayor Tommy Chandler – City of Bossier City
Mr. Michael Norton – DeSoto Parish

Others Present

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

Call to Order

Mrs. Bryant called the meeting to order. She stated that we generally have the invocation, roll call and a pledge at the beginning of the meeting. Mrs. Bryant asked Mayor Arceneaux to lead us in prayer and Mr. Washington to lead us on the pledge. She asked if those that cared to join them to please stand. Mayor Arceneaux led us in prayer followed by Mr. Washington leading us in the pledge. Mrs. Bryant asked Mr. Rogers to begin roll call. Mr. Rogers called roll. A quorum was present.

Public Comments

Mrs. Bryant asked if there were any public comments. Mr. Chevallier stated they had received two comments.

Mr. David Hackney was the first to comment. Mr. Hackney said, “good morning” and stated his name and address. Mr. Hackney said that he was making a comment on the minutes from April, which he believed were going to be approved. He was surprised last month that the Caddo Parish Commission, the new CEA or the revised CEA, Tim James, was not discussed. The question he has is, “Did Tim James also renegotiate or redo their CEA with Bossier, so are the two documents coordinated”? Mr. Hackney said that was all he had to say.

Mr. Robert Mills said, “Thank you, and good morning”. Mr. Mills stated his name, address, and said he was representing as a member of the Shreveport/Bossier Committee 100 to express their support for the continued work of the I-49 Inner City Corridor and their suggested route of 1-A. He knows it’s been pushed off the calendar a bit with the state, but it’s something they need to keep talking about. In public they talk about it and people seem to forget that it’s still a project. A very important project. Mr. Mills said the same goes for the 3132 Extension and route B-1 that they’ve talked about for around a decade or more now. The public seems to not know about that. Mr. Mills said that he knows the NLCOG group thinks they put all this out for public consumption, but they just don’t hear it or see it. Every day they say they never knew. He knows it’s an improved route and an improved project, the best he can recall, but somehow, they need to get better public information out so homeowners, as well as interested parties, know that that’s a project and it’s very possible that it’s going to happen in the future. Mr. Mills said, “Thank you very much”.

Mr. Chevallier said they did receive one additional comment from Ms. Linda Biernacki.

Ms. Linda Biernacki said, “Thank you”. She stated her name and said that she’s representing the Committee 100 for the I-49 ICC. Ms. Biernacki said that there are several questions that they have. They met last month with the Economic Development Committee and there were a lot of questions regarding the multiple delays that they’ve incurred. Ms. Biernacki asked, “Why do they continue to have these community input meetings when they don’t make a difference”? Committee 100 would like a report back in detail from NLCOG of why the citizens of this region continue to not have a voice. They have support letters that they’ve sent to Mr. Rogers from Lt. Governor Nungesser. Last year it was sent on October 17, 2024. They have letters as far back as May 31, 2019, from then Representative Mike Johnson, supporting the interstate and connector and what the status was. Ms. Biernacki said that the Committee of 100 put together a support letter and had over two hundred, more like three hundred of not only community leaders, but also Senators and Congressmen including Kennedy, Cassidy, Mike Johnson and every single congressional representative. This is all signed support. The Mayor of Monroe, Mayor of Alexandria, Chamber of Monroe, Chamber of Alexandria, the Chambers, of course, Shreveport and Bossier, and the Mayor of Shreveport. That was in 2019. Ms. Biernacki said that it’s just unfathomable as to why they can’t get such a critical infrastructure that has already been determined to bring over three hundred million dollars annually into the community with the connection of Arkansas down to New Orleans. It’s a critical, critical project and it seems to not have any energy to move forward. That’s from our leaders. That’s from every single one of you.

Ms. Biernacki said that back in April, she sent an email to Mr. Rogers asking for the status. His response was on April 23rd. “There’s nothing substantial to report. DOTD, FHWA Division Office, and the Consulting team are finalizing the Draft to submit to the USDOTD in D.C. for legal review”. Ms. Biernacki said that according to the schedule, it was delayed for two years from January 2023 going off the information they received from Providence Engineering. Then, June 28, 2024, they got a brand new schedule, and it pushed it back another two years. They keep kicking this can down the road and the Committee 100 and the Chamber as well need a detailed report as to why they keep getting these delays.

Mr. John Perkins asked if he could make a comment on behalf of Allendale Strong.

Mrs. Bryant said that if he would like to come up and make a comment then he would need to fill out a card. He shouldn’t be addressing members of the audience.

Mr. Perkins said that he would fill out the card after he speaks so the meeting could keep going.

Mr. Rogers had just a couple of comments. Based on the schedule that was developed by the Secretary of the DOTD and the team that has been continuously presented, they are still on that schedule. The department and the consulting team are scheduled for their quarterly update within the next few meetings. Again, they are still within that timeline.

Mrs. Bryant said that just to express from this board, they'd like to stay on that timeline. They do their share of frustration, a lot of this is not in their control, but they hope they can stay on the current timeline right now.

Mr. John Perkins was last to comment. He said "hello" to the board. He stated his name, address and said that he's been working with Allendale Strong to oppose this project which breaks federal law. A reminder that the last time they were in this room a few years ago, a Baton Rouge consultant drove up with a ROD (Record of Decision) from FHWA and that decision was NO BUILD. That threw it back out there for more discussion and more research and more millions of dollars to research what's wrong with it. Mr. Perkins said it breaks federal law. The 1965 Transportation Act of Congress and the 1966 National Environmental Protection Act. All of the routes so far have been against the law so that's why they keep sending back a NO BUILD decision, which apparently is hard for some of their friends on Committee 100 to understand what NO BUILD means. When that's the decision, that's the decision. To keep throwing more money at it seems wasteful. You can study it again, but it still breaks two federal laws and won't get approved by FHWA and Washington, D.C. no matter how many trips you take up there and visit with them, they're still going to tell you that it's against the federal law. It's exactly what they tell them when they ask for an official understanding of what NO BUILD means.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes for the April 25, 2025, meeting. Mr. Blanton motioned, and Mr. Clarke seconded to approve the minutes as provided. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

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

Mr. Rogers stated they had one last amendment, over a series of last minute TIP Amendments, provided by Mr. Washington. Part of it is an update from the first line item of the 5339a Bus and Bus Facilities Program. It was the actual numbers that came in for 2024, he asked Mr. Washington to correct him if he was wrong, the initial numbers for the FY2025 appropriations and the 5310 is the purchase of twelve on demand vehicles. Mr. Washington said that was correct. They got initial funding based on the ridership from last year.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Adoption of the Transportation Improvement Program Administrative Modifications and Amendments. Mayor Arceneaux motioned, and Mr. Washington seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Fiscal Year 2026 Unified Planning Work Program – Fiscal Year 2026 UPWP (to be adopted June 13, 2025)

Mr. Rogers said just for a quick update. They provided the initial one to them prior to the last meeting with an outline and they've been emailed full copies of the work program to date. Mr. Rogers wanted to give them a couple of quick updates and highlights from that. For Task A, there are two big items including the MTP Update (Metropolitan Transportation Plan) and the development of a new TIP (Transportation Improvement Plan) for

Fiscal Years 2027 to 2030. With Task 3-A, they've done those Freight Studies for I-49 for the full length and I-20 throughout the area. They'll also be working on I-220 throughout the area and the inner loop will be weighing some of that for the I-20 project to be completed so they can make some comparisons. As they deal with the others, they had some pre-Covid, Covid and post-Covid numbers. They have to wait a while, post-construction timeframe, making sure they're not hitting a timeline when the I-20 construction was going on, delaying all traffic around. Within the Public Transit Planning and Coordination, Task B, again with the MTP, they're going to be looking at some potential bus transit corridors and some potential reverend to some rural urban connections within that program. Task C they've scheduled for another flight to be done. That flight will be done somewhere between the end of December and early March when the leaves are off, clear skies and all that good stuff. Also, to continue the migration of the data to the web for the access portal. Tasks E and F are the typical general administration parts. The Regional Safety Planning sections will be for implementation of the adopted SS4A Plan. Under the Special Projects are the I-49 Inner City Connector and Watershed. With the I-49 they should have EIS and ROD within that timeframe.

Mr. Rogers said that included in with this is the general budget. You can see the income from local and federal sources and also the expenses that include salaries and whatnot. Other details listed include Overhead. The reason they give more details for Overhead is to show the large cost for a couple of those computer software packages. As a requirement from FHWA and FTA, they have to detail out those expenses in those five Task items. Mr. Rogers said that again, the formal public comment period timeframe will begin May 18, 2025, and run through May 31, 2025, for final adoption on June 13, 2025.

4. Metropolitan Transportation Plan – Presentations by Consultants

Mr. Rogers said they had two teams to present for the MTP update. Alliance Transportation's Group and Neel-Schaffer's team. Within their packets he's given them a copy of what was the overall average score that they received from technical members and staff members. As they can see from looking at those, it's a dead tie! Presentations are going to mean a lot. They also have the comments section, which was given for each team by the evaluators. He didn't mark who said what. He just listed as all comments received from all the different evaluators. With that, the first team to present is Alliance Transportation Group and Mr. J.D. Allen will be leading them.

Alliance Transportation Group (ATG/DCCM) – *Please click the attached link for presentation slides.*

Following the presentation, Mrs. Bryant asked if there were any questions or comments from the members.

Mr. Washington asked what ATG plans to do to enlighten the public and to be more innovative.

Mr. Ed Elam, Project Manager, said that's a good question. He said they've actually used pop-ups as an opportunity to go to festivals and events, and they found that to be very successful or going out to existing galleries. They did one in the Rio Grande Valley where two thousand students appeared, and they actually got their input on multi-modal connectivity. Mr. Elam said they can also take a look at existing efforts that happened and harvest that information to find key talking points and things that may form some input from the public, but they're also planning on web presence, and they understand that not everyone has access to the web. They plan on making the materials available in a variety of locations and formats so they can also empower their partners, whom they see as everyone there at the podium, to also give them directions as to where they need to be with certain groups. They've identified key stakeholders, and they know who they are, but they realize the horizon has changed, and they'd like to go ahead and incorporate that input as well for key folks that they need to be talking to. Mr. Elam said that one other thing, they do intend to tabulate, collate and present the information they gather from the public process as a stand-alone document to help with federal compliance, to show the public where their comments have been heard and where they've been incorporated into the process. That way they'll

have that as a deliverable coming of the process.

Mr. Rogers said that the next team that will be presenting will be Neel-Schaffer, and their principal will be Mr. Vijay Kunada.

Neel-Schaffer – *Please click the attached link for presentation slides.*

Following the presentation, Mrs. Bryant asked if there were any questions or comments from the members.

Mr. Washington said he did have one question. He said, “He really appreciates their public outreach approach, but the one thing that’s a little worrisome to him is their effective outreach method, especially around public transit and the things they’ll identify when they go out and be more engaging”. Mr. Washington says that he sees less than ten percent of public transit riders at these events. “How would you be more effective in getting public transit involved in that input to make sure that those riding the system is something they would want?”

Mr. Kunada said the items they have listed are just a sample of what they have for the festivals. Their approach actually includes going to the transit station and talking to the people where they are. They’ll be going to the main central station and talking to the people there and some of their folks will be riding the buses and handing out the papers to get their input there. Mr. Kunada said their approach is to each and everyone.

Mrs. Bryant asked Mr. Rogers if he had any comments.

Mr. Rogers stated that both teams are very well qualified, and he feels that either one of them would do a great job. As they saw the scores from the technical and staff members from their proposals, he knows they emailed those out to everyone. Mr. Rogers said proposal wise it’s dead even. At some point down the line, when they advertise for another study or something, it may get to the point of other teams thinking “why apply when the same people get it every time”.

Mr. Washington wanted to ask Mr. Rogers a question. “We’ve been focusing heavily on passenger rail for this area. Nowhere in these proposals are documents that we’ve discussed the passenger rail in our 2050 Plan. Why is that?”

Mr. Rogers said that neither one of them highlighted it within their proposals. As we go through this process with either one of them, we can make sure that it is incorporated and made part of the process.

Mrs. Bryant said to make a note of that whichever firm they choose; it will also consist of the passenger rail.

Mrs. Bryant asked if there were any further questions, comments or needed discussion.

Mr. Washington said his recommendation was to Select the Team of Neel-Schaffer. Mr. Washington said he’s open to discussing it more if they’d like, but he’s heard what Mr. Rogers had to say and he’s been there for a while now. Every time they seem to go with the same firms and maybe this time it’s time to get a different approach. Mr. Washington thinks both teams are incredible, but based on the data presented to him today, one team had a lot more detail about what they were planning to do versus the other and that’s why he made his recommendation.

Mrs. Bryant said that it does seem that Neel-Schaffer had more detail in their proposal and gave a comprehensive overview of how they perform outreach. They also gave powerful feedback of Mr. Washington’s concern of public transit and answered that question satisfactory. Mrs. Bryant said that she also agrees with Neel-Schaffer.

Mrs. Bryant called for questions or comments. Having none, the chair called for a vote. Mr. Washington motioned to Select the Team of Neel-Schaffer and Mayor Arceneaux seconded. The votes comprised of eight Yea's and one Nea. The motion to Select the Team of Neel-Schaffer passed. Mrs. Bryant instructed the Executive Director to begin scope and cost negotiations with the Select Team of Neel-Schaffer.

Announcements

Mr. Rogers said that the next regular scheduled MPO meeting is on Friday, June 13, 2025, in the Government Chambers at 9:00 am.

Mrs. Askew-Brown said for the last year, Bossier City and Barksdale Air Force Base has been working on their new AICUZ Plan, which is an Air Installations Compatible Use Zone. Last time they updated that plan was in 2008 and it's really past due. Now that they have B-52's here it's time to re-evaluate that plan based on highway uses within that flight path. Mrs. Askew-Brown said they will be here on Thursday, May 29, 2025, at the Bossier Central Library from 5-7 and she wanted to invite them all to come out and hear what they've come up with. It's a very progressive plan. She believes they would love to hear it.

Mr. Rogers said that one thing is that does make a major impact on where some roadway developments can stop and go. If you notice while driving around Bossier, on I-20 there seems to be a long gap, and that's based on those flight lines from the Air Force Base. So, that does have an impact on our transportation system and travel pattern.

Mrs. Askew-Brown said it will also analyze the noise sounds as well. A lot of developers, the ones located in that area, choose not to be based on the decibel level. They will highlight one of those points and give an informational session for everyone.

Adjourn

With no remaining agenda items, Mrs. Bryant entertained a motion to adjourn. Mr. England motioned, and Mr. Blanton 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: May 16

Name: David Hackney

Address: 9660 Railyback

E-mail: davehackney@gmail

Phone: (318) 210-1475

I am representing: ☒ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

MPO Agenda from April

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: 5/16/25

Name: Robert Mills

Address: 609 Enchanted Lane, BC 71111

E-mail: Robert@ARWproperties

Phone: (318) 469-1191

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: S-B Committee 6, 100

Comment on Agenda Items Only

Briefly describe your comment(s):

Support Item ICC Rpt 1-A

Support Item 3132 Rpt 1-A

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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So I'm here on  behalf of C100
to ask the **THE WHITLEY** following
ATLANTA BUCKHEAD

- Why do we continue to have these community input meetings? When they don't make a difference
~~We~~ We would like a report back from NLGOG in detail why ~~are~~ the Citizens in this region continues to not have a voice. We have support letters from Lt Governor Nungesser last year it was sent to Kent Rogers Oct 17, 2024, Rep Mike Johnson May 31, 2019, over 200 community leaders signed + sent support letter in 2019 including our Senators + Congressmen.
-

Linda Bieiracki's public
comment May 16, 2025

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: MAY 16 2025

Name: Linda Bieracki

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☐ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

149-ICC

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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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: May 16-2025

Name: Dorote John Perkins

Address: 310 Gentilly Circle Spout, LA

E-mail: Perkwrites@gmail.com

Phone: (504) 393-0759

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: Allenette Strong

Comment on Agenda Items Only

Briefly describe your comment(s):

explain the FHWA "No build"
decision on I49 extension project
and the waste of money to "study"
options

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

June 13, 2025 - 9:00 am
Government Chambers at Government Plaza
505 Travis St, 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 of May 16, 2025](#)
2. Transportation Improvement Program (TIP)
[TIP Amendments and Modifications](#)
3. Fiscal Year 2026 Unified Planning Work Program
[Adoption of Fiscal Year 2026 UPWP](#)
4. Fiscal Year 2026 Meeting Schedule
[Adoption of Fiscal Year 2026 Meeting Schedule for the MPO](#)
5. Fiscal Year 2026 MPO Officers
[Election of Fiscal Year 2025 Officers for the MPO](#)

ANNOUNCEMENTS

Next Regular Schedule MPO Meeting Friday, July 18, 2025.

LADOTD, Providence Eng. and the consulting team will be providing update on the I-49 Inner City Connector Project at the July 18, 2025 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, June 13, 2025 (9:00 AM)

Government Chambers at Government Plaza
505 Travis St., Shreveport, LA 71101

Members' Present

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

Members Absent

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

Others Present

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

Call to Order

Mrs. Bryant called the meeting to order. She stated that we generally have the invocation, roll call and a pledge at the beginning of the meeting. Mrs. Bryant asked Mayor Arceneaux to lead us in prayer and Mr. Norton to lead us on the pledge. She asked if those that cared to join them to please stand. Mayor Arceneaux led us in prayer followed by Mr. Norton leading us in the pledge. Mrs. Bryant asked Mr. Rogers to begin roll call. Mr. Rogers called roll. A quorum was present.

Public Comments

Mrs. Bryant asked if there were any public comments. Mr. Rogers stated they hadn't received any comments.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes for the May 16, 2025, meeting. Mayor Arceneaux motioned, and Mr. England seconded to approve the minutes as provided. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

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

Mr. Rogers stated they had two different series of TIP amendments. The first was for Introduction for Public Comment. Mr. Rogers said that they may recall about two months ago, they had an amendment for this exact same project, US371: KCS RR OVERPASSES HBI, adding quite a bit of money for engineering right-of-way and acquisition whatnot for the project. They have since scaled that project back. What they're looking to do is remove the Sibley portion of the project and only move forward with the Minden portion at this time due to funding. Mr. Rogers said that that's for introduction.

The second series are for the Transit Amendments for Adoption that were introduced at the last meeting and subject for adoption today. These are for SporTran. Some of them are vital numbers for the 2024 allegations and the anticipated funding for 2025. Also, for a grant they received for the purchase of twelve on demand vehicles. Mr. Rogers said that's all for the TIP Amendments.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Introduction and Adoption of the Transportation Improvement Program Administrative Modifications and Amendments. Mayor Arceneaux motioned, and Mr. Norton seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

Mr. Rogers asked to let the record reflect that Dr. Ward is present.

3. Fiscal Year 2026 Unified Planning Work Program – Fiscal Year 2026 UPWP Adoption of Fiscal Year 2026 UPWP

Mr. Rogers said that this was the Work Program for next year and will be subject to adoption today. They had the initial introduction several meetings ago and just continued with details as they moved along. The Core Programs under Task A, the big things will be the MTP Update, which they selected Neel-Schaffer and Associates with their group to work with them on that. They are working with them now on the contract, scope and also the New TIP. Some of the highlights under the Freight Planning will finalize some of the I-220 and LA 3132 analyses. Mr. Rogers said again, under the Public Transit section, there will be some work under that plan update. For Transit, they've been looking at some additional BRT routes, similar to what will be going on for the medical corridor, and then some Urban Rural Connections along with that. With the GIS System, the continual migration to the web and for a new flight to take place. For Tasks E and F, Public Involvement and Outreach, that's their general administration portion. Under the Regional Safety Planning area, it will be the Implementation of the SS4A that they previously approved. With the Special Projects, I-49 and Watershed capacity. Mr. Rogers said he did have some potential changes with the Watershed program. They have recently released LIDAR data and some of the other modeling data to go along with that.

Mr. Rogers said that under Budget and Funding the Income is roughly three million in total. A great majority of that are the General and Federal Funds and also the State/STBG Funds. The remaining of that being their Local Support. Either the General Local coming from them or the Other Local that comes from the Tax Assessor, 911 and other entities for support of those programs. They have a detailed list of expenses and overhead in their

packets. Mr. Rogers said it was advertised, and they received no public comment. The only comments they received were several iterations between themselves, DOTD and FHWA. Most of it was in terms of wording and provisional, providing them with the actual contract numbers that would go with the income portion. The majority were just typos and grammatical errors, but no formal public comments were received.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Adoption of the Fiscal Year 2026 Unified Planning Work Program. Mr. England motioned, and Dr. Ward seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

4. Fiscal Year 2026 Meeting Schedule – Adoption of FY 2026 Meeting Schedule for the MPO

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Adoption of the Fiscal Year 2026 Meeting Schedule for the Metropolitan Planning Organization (MPO) Transportation Policy Committee. Mayor Arceneaux motioned, and Mr. England seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

5. Fiscal Year 2026 MPO Officers – Election of Fiscal Year 2026 Officers for the MPO

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Accept the Slate of Officers for Fiscal Year 2026 Beginning July 1, 2025, and Serving Through June 30, 2026. Mayor Arceneaux motioned to accept the slate of officers for Mrs. Bryant as Chair and Mr. Blanton as Vice Chair. Mr. England seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

Announcements

Mr. Rogers said he had a couple of announcements. He had given them a sheet with quite a few changes at DOTD the day before. The current Secretary, Mr. Joe Donahue, is moving back into his position as Executive Council at DOTD. Mr. Glenn Ledet, former Executive Director for the Louisiana Coastal Protection and Restoration Authority, is moving into the role as Secretary at DOTD. And Mr. Eric Dauphine is moving into the position as Deputy Secretary at DOTD, currently the District Administrator of Lafayette-District 03. Mr. Rogers said he's not sure what all this will mean down the line. Several pieces of legislation were passed in terms of some of the reorganization for the department. One thing he would say is that Mr. Ledet and Mr. Dauphine have a lot of experience dealing with I-49 in Lafayette so they will understand and know and have the same concerns as they have for the Inner City Connector. They've basically been going through the same process with the Lafayette Inner City Connector.


Mr. Rogers said the other announcement, and he's sad that he's not there today, but he would love to recognize Mr. Washington for all the accomplishments that SporTran has received lately including the National Transit System of the Year. He believes Mr. Washington will be making a presentation in July to the Global Mass Transit's 2nd Conference – State of Good Repair, and he believes there will be some recognition at that conference as well. They've done an awesome job, and he hopes they keep moving forward.

Mr. Rogers said to let the record reflect that Mr. Clarke is present.

Mr. Rogers said that the next regular scheduled MPO meeting is on Friday, July 18, 2025, in the Government Chambers at 9:00 am.

Adjourn

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



J. Kent Rogers, Secretary