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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, August 16, 2024 (9:00 AM)

Government Chambers at Government Plaza
505 Travis St., 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
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 Flournoy-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 Teneha 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 Railsback Ridge, Spart 71106

E-mail: davehackcvx@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.

PUBLIC COMMENT CARD

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

Please print:

Date: 8-16-24

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

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

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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

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: 8-15-24

Name: John Perkins

Address: _____

E-mail: _____

Phone: (318) 393-2759

I am representing: myself business organization

Name of business / organization: Allendale Grand

Comment on Agenda Items Only

Briefly describe your comment(s):

I 49 JCC

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

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PUBLIC COMMENT CARD

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

Please print:

Date: 8-16-24

Name: Representative 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):

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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

804 Serious
Injury
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

“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

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Colin Ash, AICP
colina@emailatg.com

Ed Elam, AICP, PTP,
TSSP-Rail/Bus
EElam@emailatg.com

Project Website:



<https://nlcogs4a.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.