



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)**

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

#### **Members' Present**

Mayor Tommy Chandler – City of Bossier City  
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  
Mrs. Carlotta Askew-Brown – MPC City of Bossier City  
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 cursive script that reads "J. Kent Rogers". The signature is written in black ink and is positioned above a horizontal line.

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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: 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):

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.



THANK YOU FOR YOUR COMMENTS

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)**

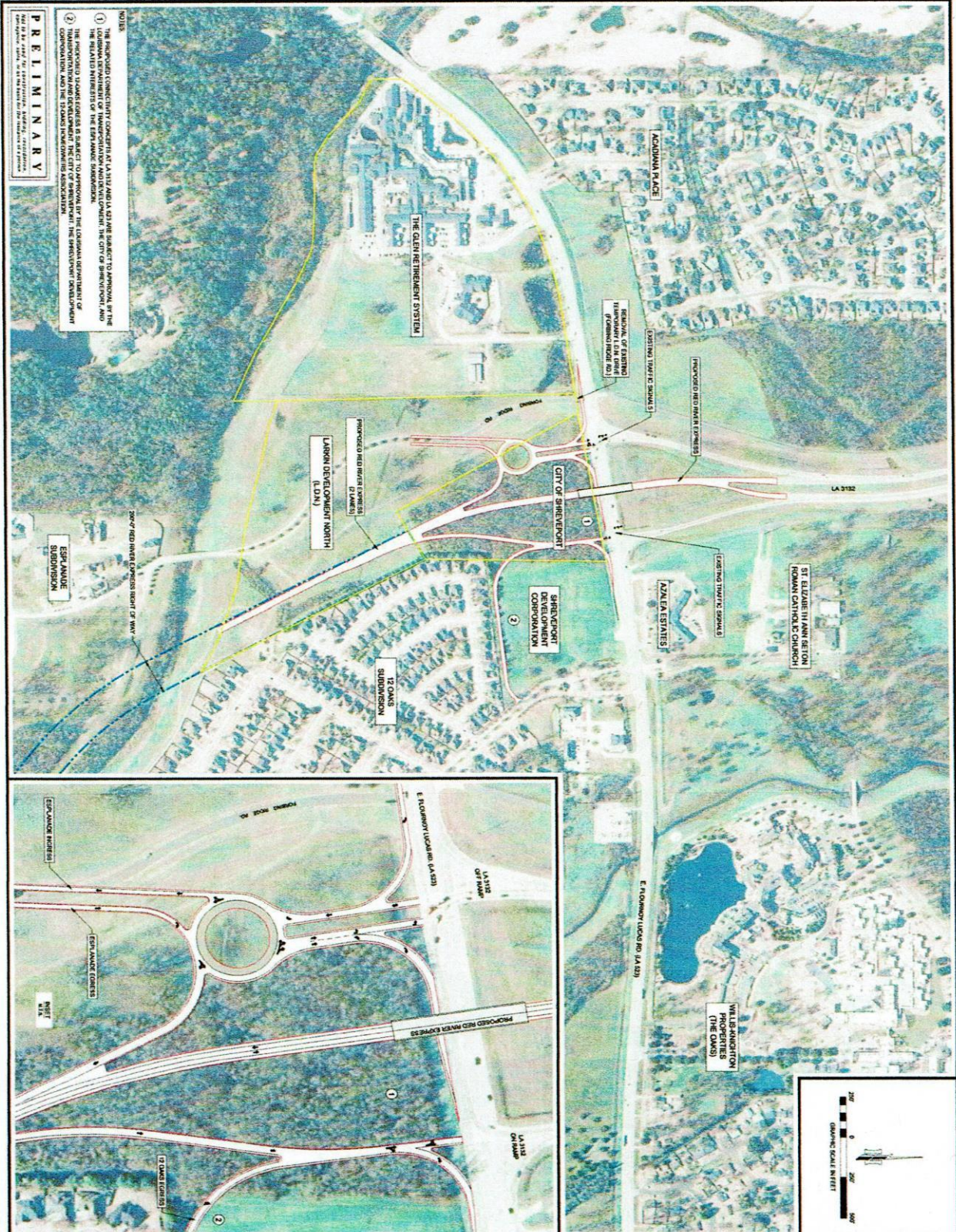



The meeting with Willis-Knighton occurred on December 7, 2023. LADOTD issued a letter on December 28, 2023, spelling out specific conditions for the RRE.

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



<p>36</p>		<p><b>KSA</b></p> <p>1111 19th Ave Bossier, Louisiana 71107 T. 214-221-7000 F. 888-224-8678 www.ksaeng.com</p>	<p>DRAWN BY: C.M.</p> <p>DESIGNED BY: R.P.</p> <p>LATEST REVISION: 5/19/2024</p> <p>KSA JOB NO. 101364</p>	<p><b>RED RIVER EXPRESS ELVIS' THUNDER CADDO &amp; BOSSIER PARISHES, LA</b></p>	<p><b>CONCEPTUAL LAYOUT OF PROPOSED RED RIVER EXPRESS AT LA 3132 &amp; LA 523</b></p>	<p><b>PROJECT APPLICANT AND THE RED RIVER EXPRESS INFRASTRUCTURE PROJECT</b></p>
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**PRELIMINARY**

NOTES:

- THE PROPOSED CONCEPTS AT LA 3132 AND LA 523 ARE SUBJECT TO APPROVAL BY THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT, THE CITY OF SHREVEPORT, AND THE RELATED INTERESTS OF THE EXISTING SUBDIVISIONS.
- THE PROPOSED ROAD LOCATIONS ARE SUBJECT TO APPROVAL BY THE LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT, THE CITY OF SHREVEPORT, DEVELOPMENT CORPORATION, AND THE EXISTING HOMEOWNERS ASSOCIATION.

FIELD BY: CMMPT  
DATE: 5/19/2024  
SCALE: AS SHOWN UNLESS OTHERWISE NOTED

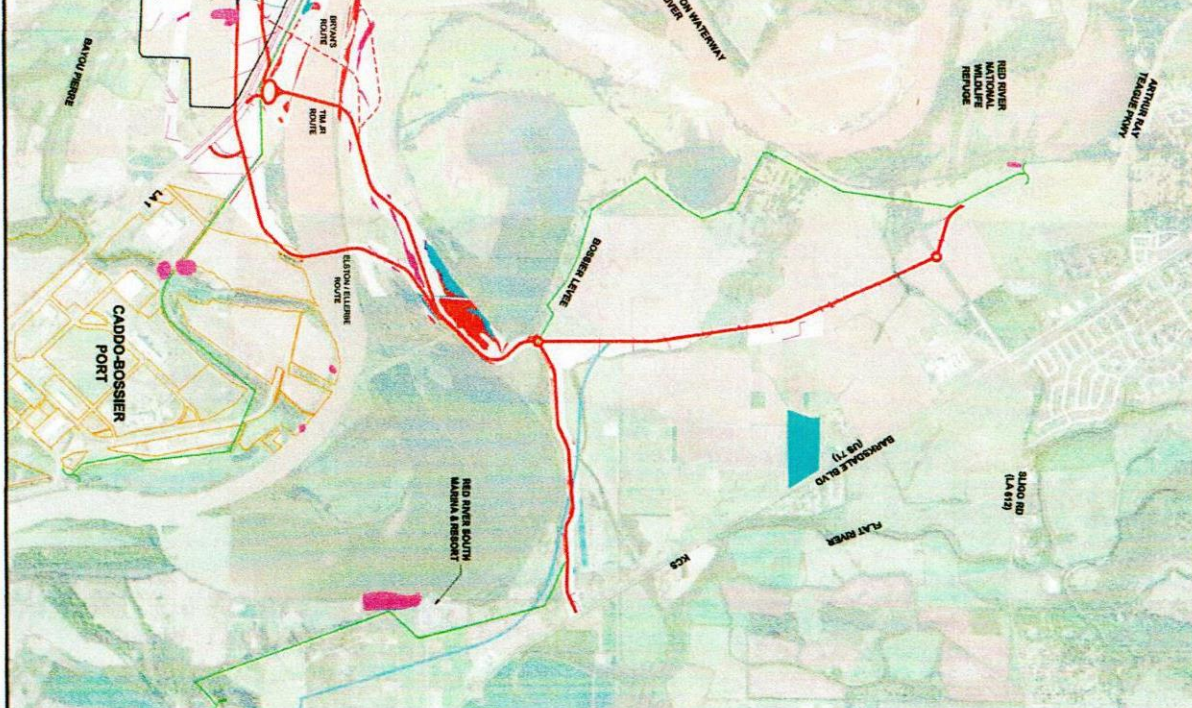


**LEGEND**

[Red line]	EXISTING INFRASTRUCTURE
[Green line]	PROPOSED INFRASTRUCTURE
[Blue line]	EXISTING HIGHWAY
[Yellow line]	PROPOSED HIGHWAY
[Pink line]	EXISTING AIRPORT
[Purple line]	PROPOSED AIRPORT
[Light blue area]	EXISTING WATERWAY
[Light green area]	PROPOSED WATERWAY

**CONFIDENTIAL**  
**SUBJECT TO CHANGE**  
**PRELIMINARY**

CONSTRUCTION, OPERATIONS AND MAINTENANCE CONTRACT DOCUMENTS, SECTION 101.01, DRAWING 101.01.01, 12/12/2014



**KSA**  
 1111 River Ave  
 Shreveport, Louisiana 71207  
 T. 318.221-7000 F. 318.224-5438  
 www.ksa.com

**RED RIVER EXPRESS ELVIS' THUNDER**  
 CADDO & BOSSIER PARISHES, LA

DRAWN BY:	CM
DESIGNED BY:	RPV
DATE:	12/12/2014
PROJECT NO.:	12120024
CLIENT:	DOTD
PROJECT NAME:	

**OVERALL PLAN**  
**ROUTE ALTERNATIVES**

**PROJECT APPLICANT**  
**AND THE RED RIVER**  
**EXPRESS**  
**INFRASTRUCTURE**  
**PROJECT**

40A



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

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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](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.

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"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&arkey=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,

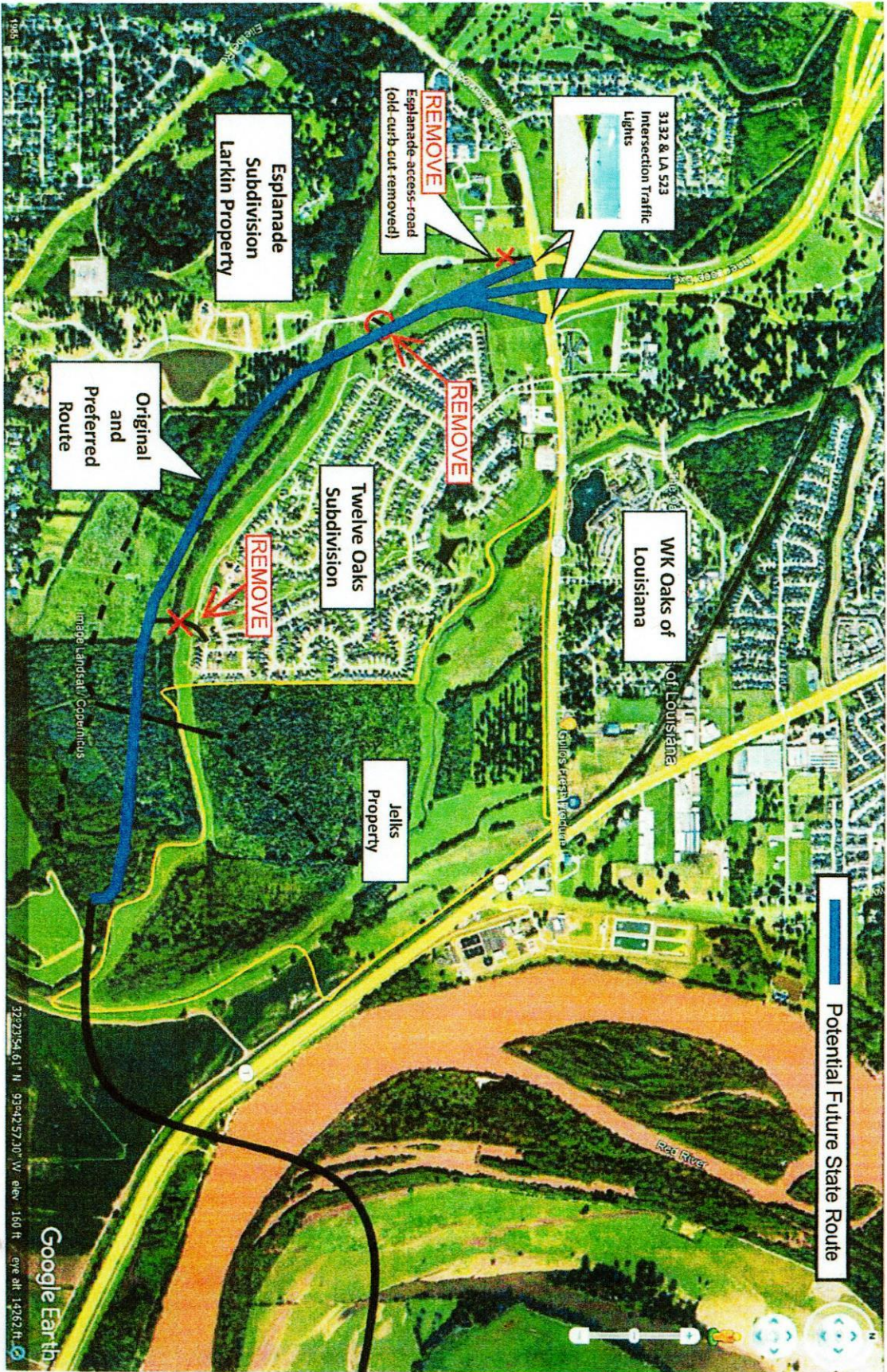


Eric Kalivoda  
Secretary

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

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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.  
Mungesser'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.

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

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



THANK YOU FOR YOUR COMMENTS



# NLCOG MPO Transportation Policy Committee Meeting

Regional Active Transportation Plan (RATP) – DRAFT Plan

12/06/2024



# Consultant Team

**alta**

Design Guide

**ATG**

**DECEM**

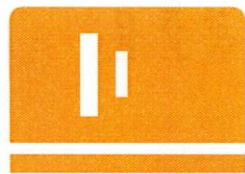
Prime

**EVES**  
INCORPORATED

Public  
Engagement

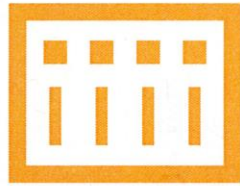
**INLCOG**  
REGIONAL ACTIVE  
TRANSPORTATION PLAN

# Agenda



## Plan Overview

- Study Area
- Goals
- Coordination
- Engagement



## Design Guide

- Contents



## Next Steps

- Draft Plan
- Comment Period
- Finalization








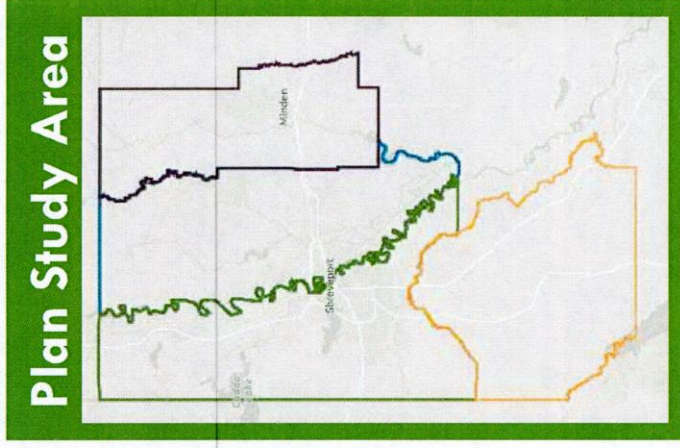
# Regional Active Transportation Plan Overview

- 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



# 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

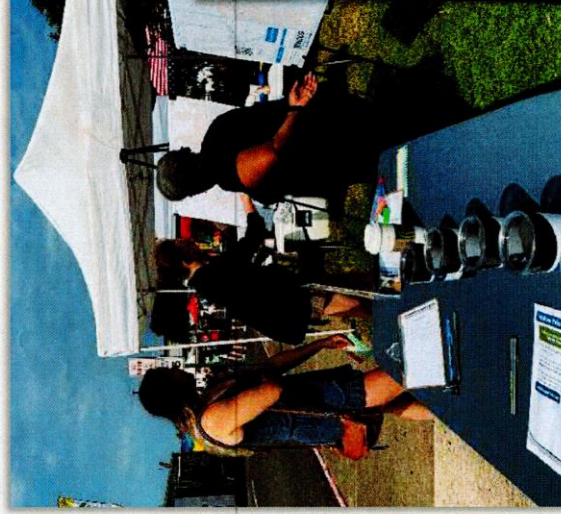


Photo: Bossier Farmers Market

Photo: Minden Library



# Regional Active Transportation Plan Contents

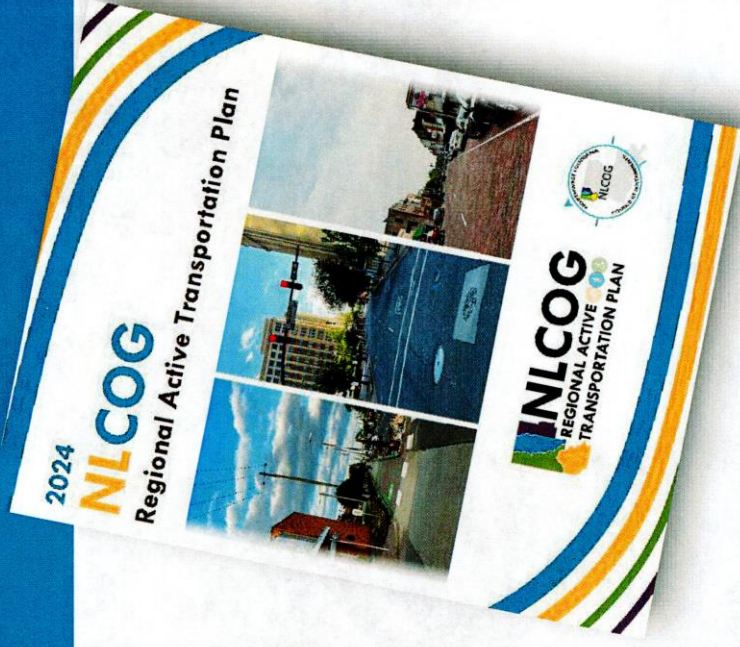
1. Introduction

2. Existing Conditions

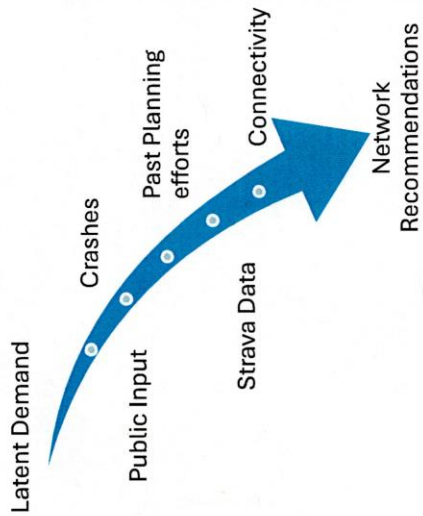
3. Needs Assessment

4. Network Recommendations

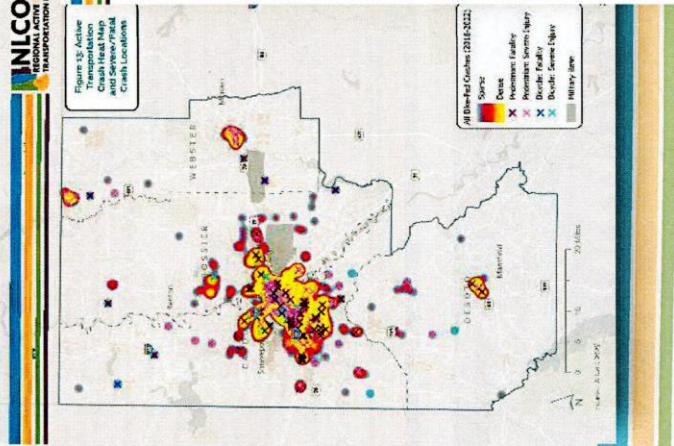
5. Action Plan



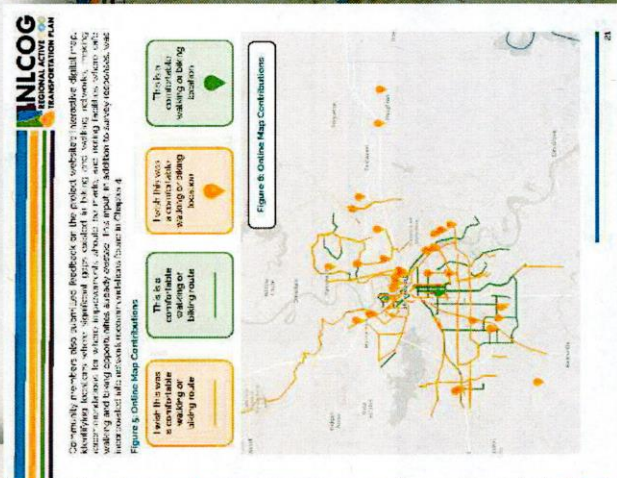
# Network Recommendation Inputs



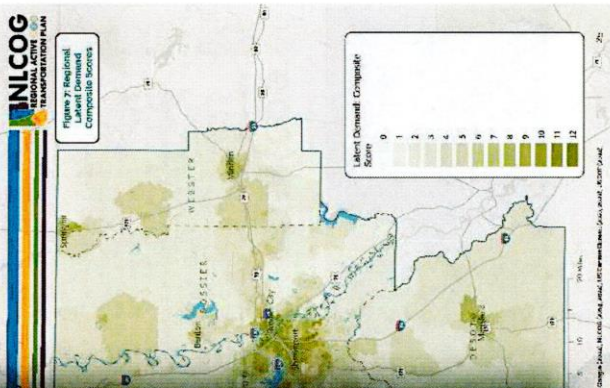
Crash Hot Spots



Public Input

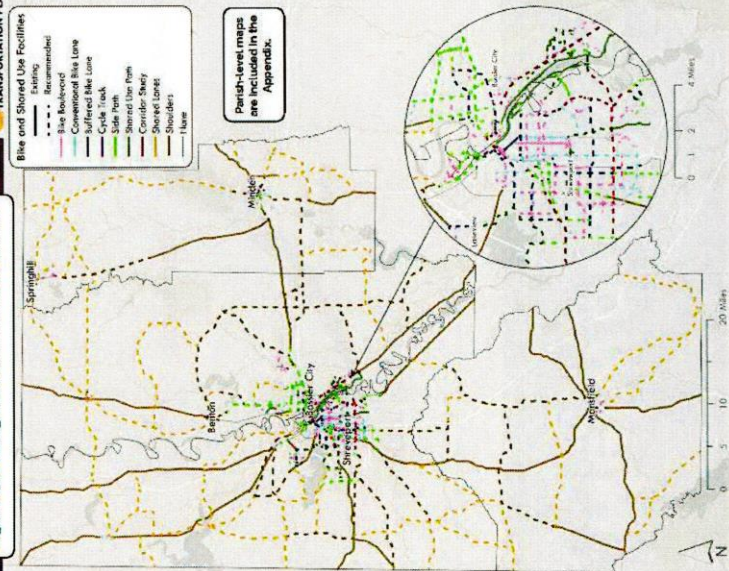


Latent Demand



# 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

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."

parish, and state levels. As part of LAOQD's 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

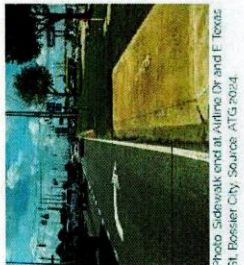


Photo: Sidewalk end at Avilimo Dr and E. Lovelock St, Bossier City. Source: ATG 2024.

Shreveport, was awarded over \$27 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 projects should align with the National Roadway Safety Strategy's ambition of reaching zero roadway fatalities. Any subdivisions of state, such as counties, cities, special districts, and MFCOs are eligible to apply. The foundation of a 2022-2026 SS4A grant program is \$1.4 billion. Source: ATG 2024.

### State Administered Programs and Resources

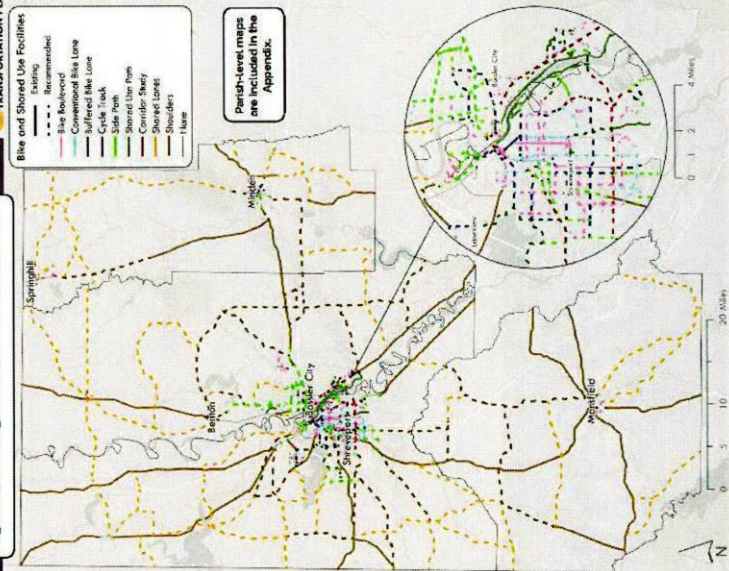
The following competitive programs use Federal, Highway Administration funds but are administered by the state. Each has the

Table 9: Competitive Federal Programs for Active Transportation

Program	Planning/Programs	Bicycle Facilities	Sidewalks/Crosswalks	Trails	Notes on Compatibility and Local Match
Active Transportation Infrastructure Investment Program (ATIP)	X	X	X	X	If disadvantaged population criteria are met, no local match is required. Smaller post 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	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: MCTP, N, 2023

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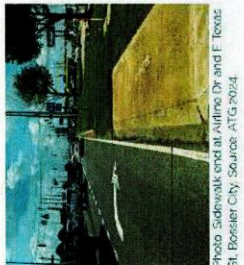
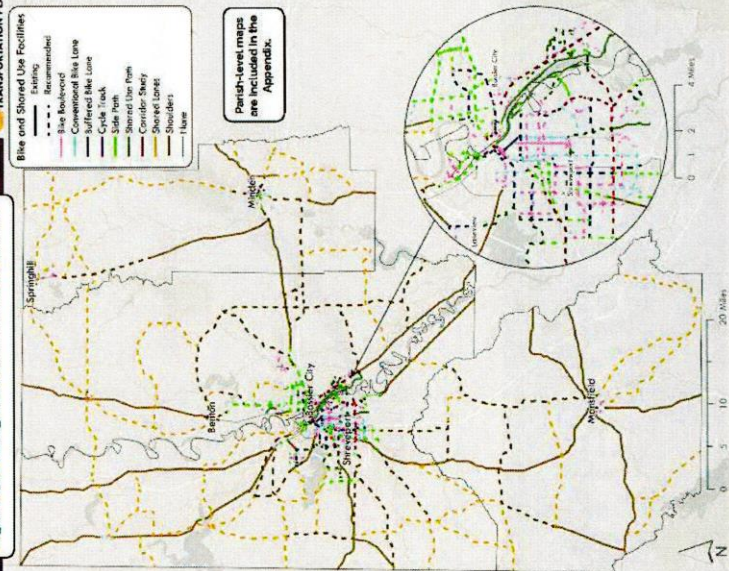


Photo: Sidewalk end at Avilimo Dr and E. Lovelock St, Bossier City. Source: ATG 2024.

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Source: MCTP, N, 2023

# Regional Active Transportation Plan

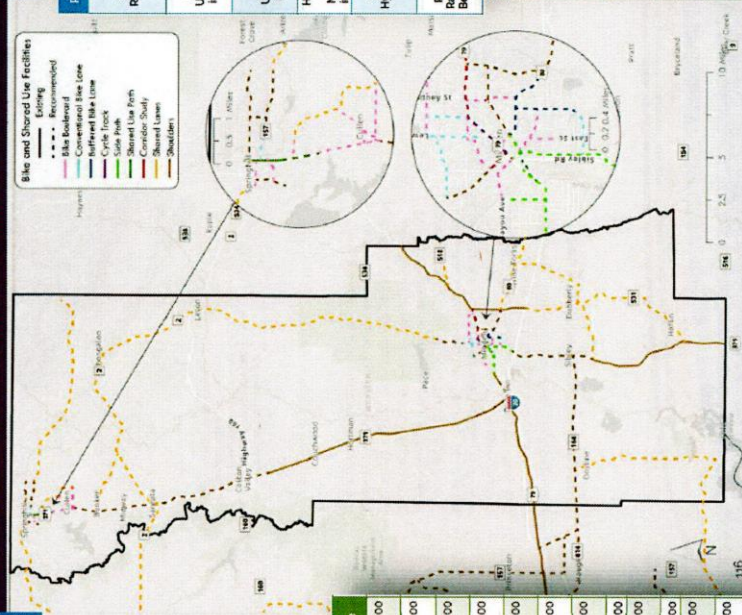
## Appendix

### 1. Network & Intersection Maps

### 2. Prioritized Project Lists (with costs)

### 3. Cost Estimate Assumptions

Figure 37: Webster Parish - Existing and Recommended Facilities



Map ID	Intersection Name	Facility Type	Scale of Implementation	Priority	Cost Estimate
20	LA 1 (Nouree Dr) / E Olive St	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	Med	\$93,000
21	LA 1 (Nouree Dr) / E Washington St	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	High	\$93,000
22	LA 1 (Nouree Dr) / Gator Dr (Pacific Ave)	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	Med	\$93,000
23	LA 1 (Nouree Dr) / LA 3032 (E Kings Hwy)	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	Med	\$93,000
24	LA 1 (Nouree Dr) / LA 511 (70th St)	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	High	\$93,000
25	LA 1 (Nouree Dr) / LA 526 (E Bert Hours Industrial Loop)	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	Med	\$93,000
26	LA 1 (Nouree Dr) / Skoner Ave	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	High	\$93,000
27	LA 173 (Caddo St) / Douglas St	Unsignalized Add Crosswalk, Signage with Countdown	1 - Striping and Signage Only	Med	\$0,000
28	LA 173 (Fred St) / Allen Ave	Signalized Add Crosswalk, Ped Signal with Countdown	1 - Striping and Signage Only	Med	\$68,000
29	LA 173 (Fred St) / S Dale Ave	Unsignalized Add Crosswalk, Signage	1 - Striping and Signage Only	Med	\$0,000
30	LA 3032 (Shreveport Blanchard Hwy) / Knight St	Signalized Add Crosswalk, Ped Signal with Countdown	1 - Striping and Signage Only	Med	\$68,000
31	LA 3194 (Dr MLK Dr) / Legardy St	Unsignalized Add Crosswalk, Signage, Refuge Island	3 - Construction Required	High	\$31,000
32	LA 3194 (Dr MLK Dr) / Russell Rd	Unsignalized Add Crosswalk, Signage, Refuge Island	3 - Construction Required	Med	\$31,000
33	LA 511 (E 70th St) / Fairfield Ave	Signalized Add Crosswalk, Ped Signal with Countdown	1 - Striping and Signage Only	High	\$68,000
34	LA 511 (E 70th St) / Fern Ave	Signalized Add Crosswalk, Ped Signal with Countdown, Refuge Island	3 - Construction Required	High	\$93,000
35	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	Base Cost Per Mile	Unit
Pedestrian Refuge Island	Assumes to convert existing sidewalk landing lines or unused road pavement into a high-visibility crosswalk markings (crossing up to 4 lanes of traffic) and signage. Excludes: landscaping, special pavers, utility relocations, lane reconfigurations, temporary traffic control measures, or the cost of a larger project.	\$5,000	per crossing
ADA Ramp Upgrade (Full Intersection)	Assumes new ADA ramps retrofitted to an existing 4 corner intersection (2 per corner), including minor sidewalk rework up to 5ft each side of ramp. Excludes any crosswalks, resurfacing, drainage adjustments, utility relocation, signal work, or right-of-way acquisition that may be required. Excludes: temporary traffic control measures to be part of a larger project.	\$48,000	per intersection
Ped Head Upgrade, LPI Installation	Assumes new ADA ramps retrofitted to an existing 4 corner intersection (2 per corner), including minor sidewalk rework up to 5ft each side of ramp. Excludes any crosswalks, resurfacing, drainage adjustments, utility relocation, signal work, or right-of-way acquisition that may be required. Excludes: temporary traffic control measures to be part of a larger project.	\$62,000	per intersection
High Visibility Marking (per Intersection)	Assumes 24' thermoplastic high-visibility striping for 6' wide hi-viz crosswalks across all four corners of an intersection. Excludes: temporary traffic control measures to be part of a larger project.	\$6,000	per intersection
Pedestrian Hybrid Beacon (PHB)	Assumes new PHB where an existing adjacent electrical connection is readily available, including new hi-visibility crosswalk across 4-lanes and ADA ramps on all four corners. Excludes: temporary traffic control measures to be part of a larger project.	\$29,000	per crossing
Rectangular Rapid Flashing Beacon (RRFB)	Assumes all new RRFB crossing where existing adjacent electrical connections is readily available or use solar power, including new hi-visibility crosswalks across 2-lanes and ADA ramps on each side of the crossing. Excludes: any refuge island acquisition. Excludes: temporary traffic control measures to be part of a larger project.	\$49,000	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

Allocate bike lane width to provide safe passage for bicyclists. Buffers should be a minimum 3 feet preferred.

Include tactile warning strips between the pavement base, bike lane and pedestrian zone to create a clear division for visually impaired individuals.



Obstructions or clutter including air vents, power lines, utility poles, and signage are placed within the center of the bike lane but can be shifted to create more effective width for motorists or adjacent parking or travel lanes if desired.

Forward markings, symbols, and/or arrow markings must be placed at the beginning of the bikeway if possible.

Include green-painted markings or pavement markings on sidewalks.

Green pavement for bike lanes was approved for use in the 14th edition of the MUTCD. Bicyclist icon is also included in the 14th edition.

# 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

NLCOG:

Kent Rogers

[kent.rogers@nlcog.org](mailto:kent.rogers@nlcog.org)

Heidi Stewart

[heidi.stewart@nlcog.org](mailto:heidi.stewart@nlcog.org)

ATG: Ellen Soll

504-610-3765 (cell)

[esoll@dccm.com](mailto:esoll@dccm.com)





# 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**

**BEEM**

Sub consultants

**VOLKERT**

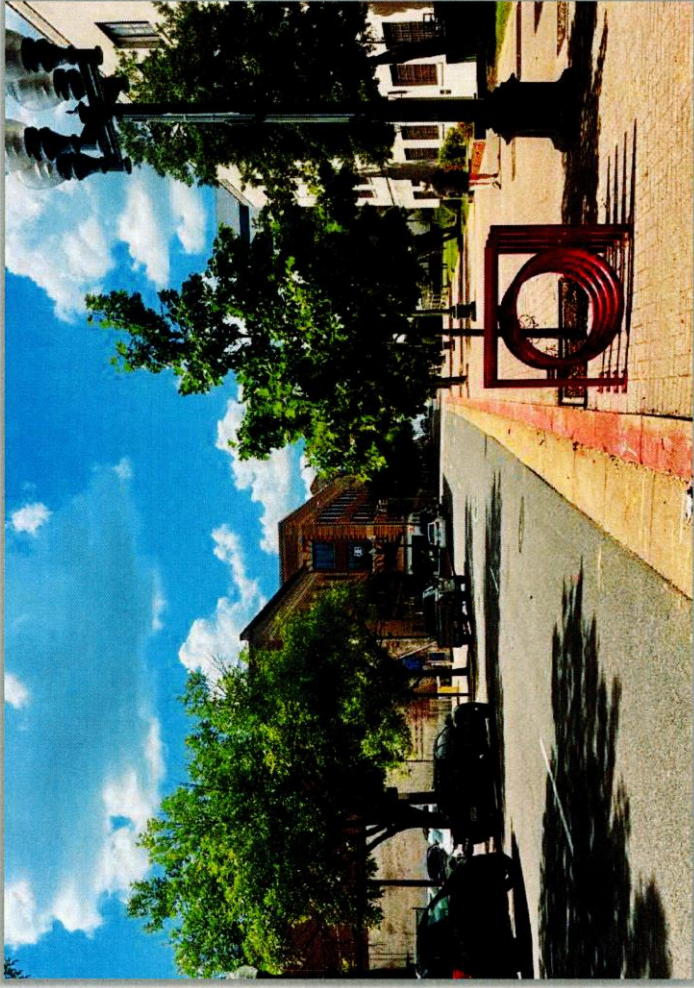
**BONTON**  
ASSOCIATES

 **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
-

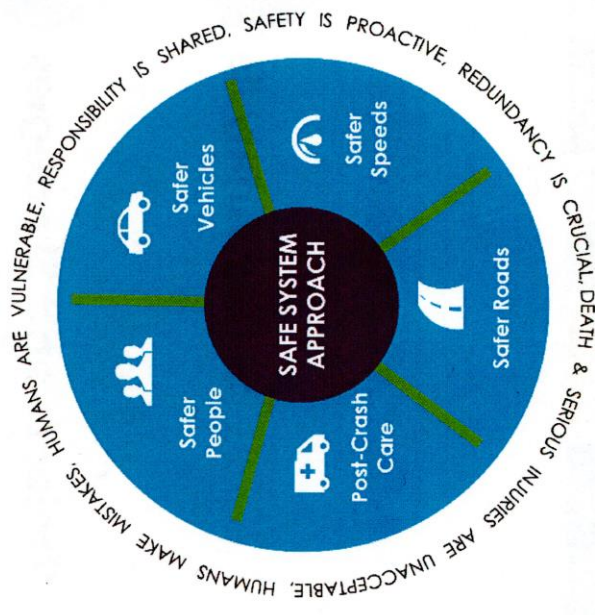
# Project Overview

## Safe Systems Approach

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

### Vision Zero

- Purpose is to prevent roadway deaths and serious injuries





# 8 Required Plan Elements



**Leadership Commitment**



**Safety Analysis**



**Planning Structure**



**Projects and Strategies**



**Public Engagement**



**Policy and Process Change**



**Equity Considerations**

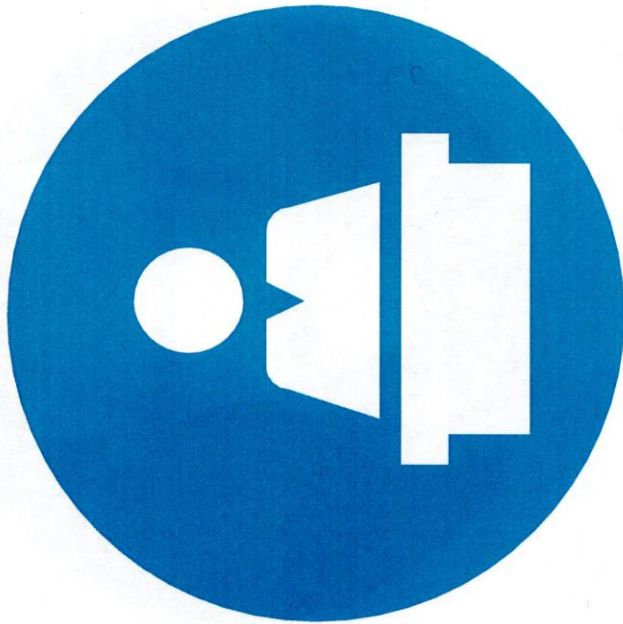


**Progress and Transparency**





# Leadership Commitment



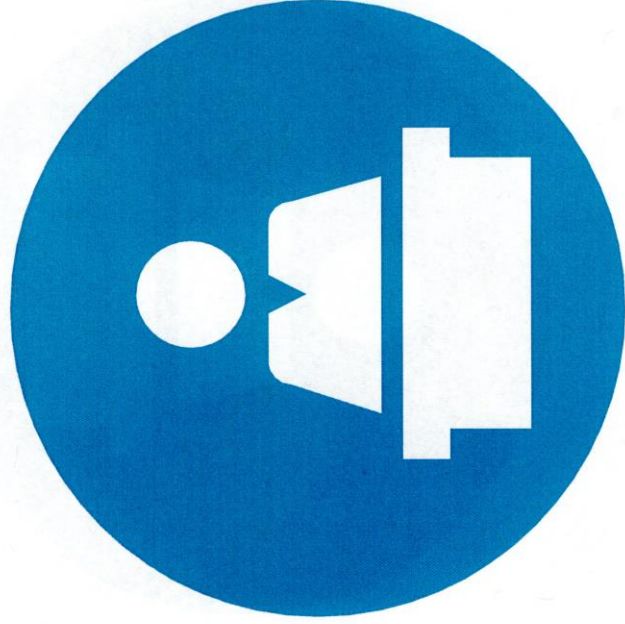
An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries.

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

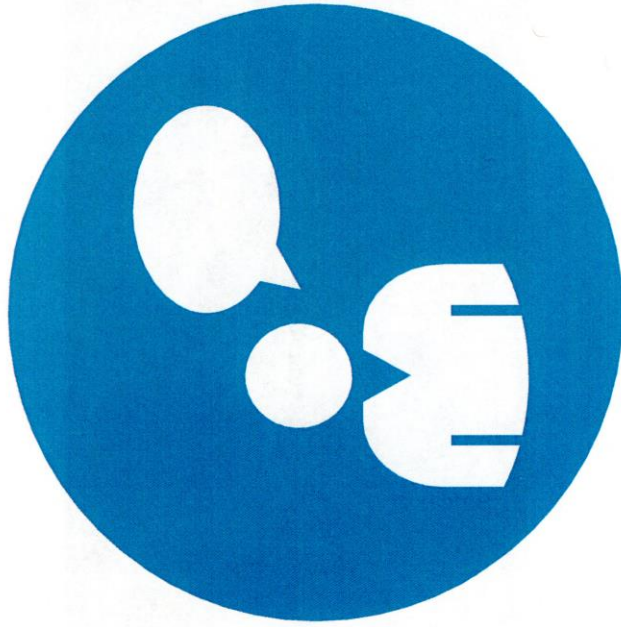


- Draft Vision Statement
- TAC advising on “year”
- Next Step: Adoption Jan. 2025





# 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

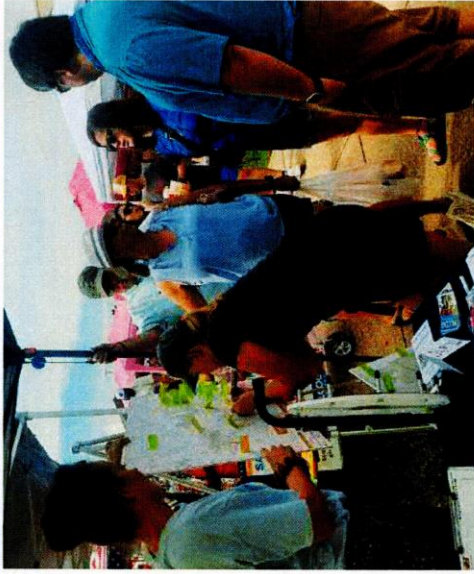


Photo: Bossier Farmers Market



Photo: DeSoto Parish Library – Mansfield Branch

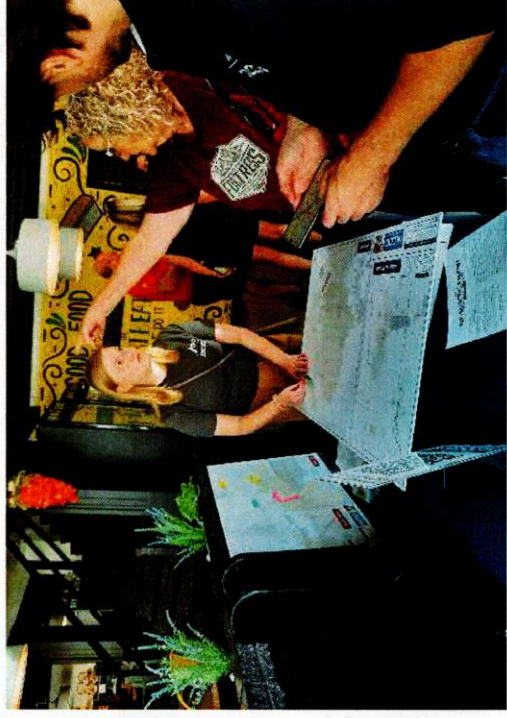


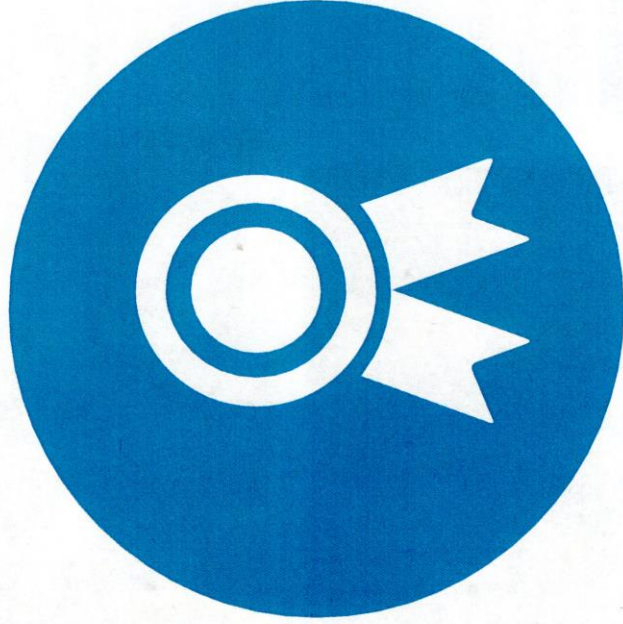
Photo: Geaux Fresh, Minden



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.

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# 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



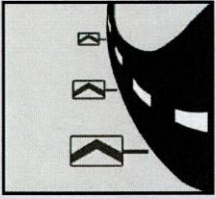
**Crash Analysis**



**Risk Identification**



**Intervention Development**



Parish Level trends & behaviors

High Injury Network (HIN) segments & intersections

Location conditions (speed limits, crash factors, etc.)

Structural counter-measures

Location specific list and map of prioritized projects



# 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

**“Crash” not “Accident”**



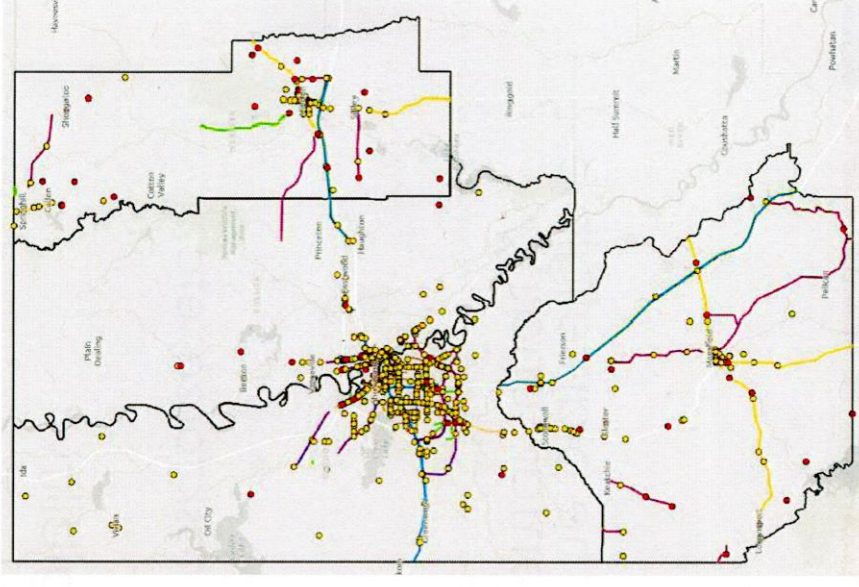
# Safety Analysis – Key Findings

- 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?

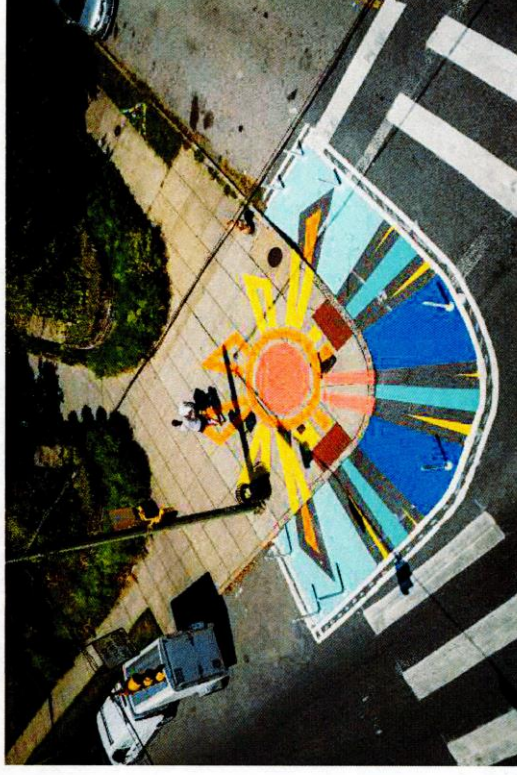
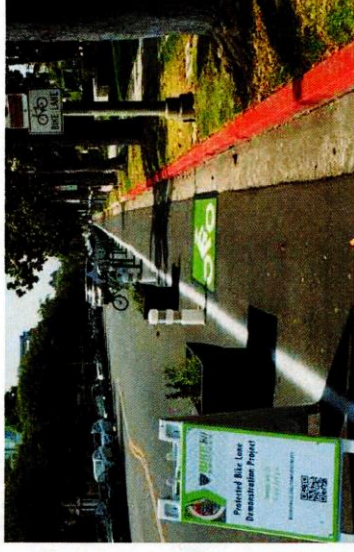
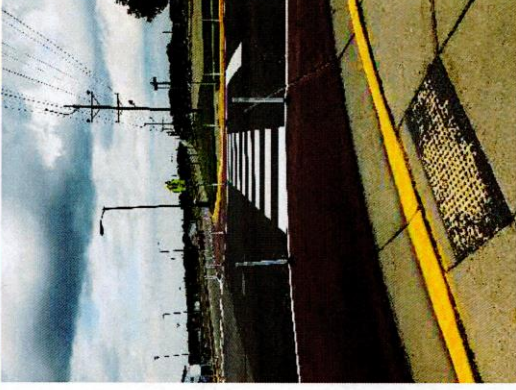
A: [SS4A-FY24-Self-Certification-Worksheet.pdf](#)

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## FAQ 2:

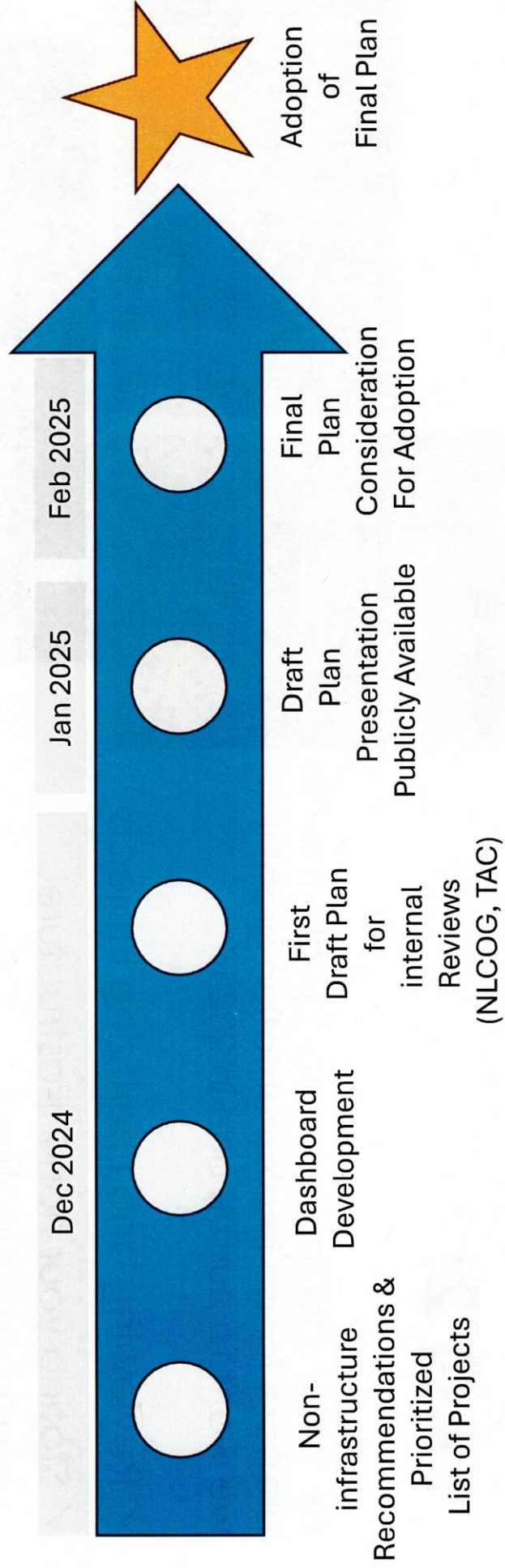
Q: What should we be doing right now to prepare for an implementation grant if we want to pursue one in 2025?

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





# Schedule



# Project Contacts

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## 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](http://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.