

FISCAL YEAR 2023 MPO MEETING SCHEDULE MEMBERS & OFFICERS

Meeting Dates and Time for Fiscal Year 2023 (July 2022 – June 2023)

In general, the MPO will meet every six (6) weeks beginning with Friday July 22, 2022. The meetings will begin at **9:00 am**. Meetings will take place in the Seminar Room at the Shreveport Bar Building 625 Texas Street, Shreveport, LA 71101.

<i>July 22, 2022 – 9:00</i>	<i>January 6, 2023 – 9:00 (7 weeks)</i>
<i>August 26, 2022 – 9:00 (5 weeks)</i>	<i>February 17, 2023 – 9:00 (6 weeks)</i>
<i>October 7, 2022 – 9:00 (6 weeks)</i>	<i>March 31, 2023 – 9:00 (6 weeks)</i>
<i>November 18, 2022 – 9:00 (6 weeks)</i>	<i>May 12, 2023 – 9:00 (6 weeks)</i>
	<i>June 23, 2023 – 9:00 (6 weeks)</i>

Members for Fiscal Year 2023 (July 2022 – June 2023)

Mrs. Carlotta Askew-Brown	Bossier City/Parish MPC
Mr. Bruce Blanton	Webster Parish
Mr. Steve Brown	Desoto Parish
Mayor Tommy Chandler	City of Bossier City
Mr. Alan Clarke	Shreveport/Caddo MPC
Mr. Eric England	Caddo Bossier Port
Mr. Jeff “Butch” Ford	Bossier Parish
Mr. David North	La DOTD
Mayor Adrian Perkins	City of Shreveport
Mr. Dinero’ Washington	SporTran
Dr. Woodrow Wilson	Caddo Parish

Non- voting Members

Laura Phillips	FHWA
Lynn Hayes	FTA

Officers for Fiscal Year 2023 (July 2022 – June 2023)

Mrs. Carlotta Askew-Brown, Chair	Bossier City/Parish MPC
Mr. Alan Clarke, Vice Chair	Shreveport/Caddo MPC

Metropolitan Planning Organization Transportation Policy Committee

9:00 AM

625 Texas Street, Seminar Room

Shreveport, LA 71101

AGENDA - July 22, 2022

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

ITEMS FOR CONSIDERATION

1. Approval of Minutes

[Approval of Minutes from May 27, 2022](#)

2. Transportation Improvement Program (TIP)

[Approval of the NLCOG 2019 – 2022 Transportation Improvement Program Update](#)

3. Unified Planning Work Program

[FHWA Comments and Revisions](#)

[Revised Fiscal Year 2023 UPWP addressing FHWA comments.](#)

PROJECT UPDATES

4. LA 511 - Jimmie Davis Bridge

[Status Update](#)

5. LA 3132 (Inner Loop) Extension

[FONSI Recommendation](#)

6. I-49 ICC

[DOTD/SHPO Section 106 Meeting](#)

7. I-69

[Service Road Update](#)

[SIU 15 Grant Application](#)

ANNOUNCEMENTS

Joy Johnson and Dawn R. Sholmire from DOTD will be present at our August 26, 2022, meeting to present the state Electric Vehicle Readiness Plan.

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, July 22, 2022 (9:00 AM)

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Dinero' Washington – SporTran
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Bruce Blanton – Webster Parish
Mr. Steven Brown – DeSoto Parish
Mr. Eric England – Port of Caddo-Bossier
Mr. David North – LaDOTD District 04
Dr. Woodrow Wilson – Caddo Parish
Mayor Tommy Chandler – City of Bossier City
Mayor Adrian Perkins – City of Shreveport

Members Absent

Mr. Alan Clarke – MPC City of Shreveport
Mr. Butch Ford – Bossier Parish

Others Present

Mr. Kent Rogers – NLCOG
Mr. Josh Chevallier – BMKS, legal counsel
Mr. Chris Petro – NLCOG
Mrs. Rita Barnette – NLCOG
Mrs. Savannah Williams – NLCOG

Call to Order

Mrs. Askew-Brown called the meeting to order and asked Mr. Rogers to call the roll. A quorum was present.

Public Comments

Mrs. Askew-Brown called for public comments. Mr. Rogers stated that two request for comments had been turned in first by Mr. John Perkins and second by Mr. Tim Larkin.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the May 27, 2022 meeting. Dr. Wilson motioned, and Mr. Washington seconded to approve the minutes as provided. Mrs. Askew-Brown called for questions or comments having none the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) Update

Mr. Rogers introduced the following TIP updates:

DOTD TIP Administrative Modification(s)

H.001779 JIMMIE DAVIS BRIDGE (LA 511) (HBI) - LADOTD PM requests the Construction Phase to the project in FFY2023 rather than FFY2022.

DOTD TIP Amendment(s) for Adoption

H.001799: LA 531 Overpass – LADOTD requests additional Construction Phase funding for the project in FFY2022.

DOTD TIP Amendments Introduction for Public Comments

None at this time.

MPO STP >200 K TIP Amendments & Programing

Linwood Ave Phase 3 & 4: Construction phase FFY 2023.

I-20/I-220 BAFB Gate: Remaining programed over 7 years (\$15m total).

I-69 Service Road: \$10.5 m (200k) \$6.75m (local) \$15m (st/fed).

LA 3276: Match provided by state.

SporTran Transit Transfer: Transfer completed per STIP Amendment 28.

NWLA Regional Aerial Photography: Use of 200k COVID funds at 100%.

No changes from previous

MPO Transit TIP Amendments

None at this time.

Mrs. Askew-Brown entertained a motion to approve these TIP updates as presented Mr. Blanton motioned first, and Dr. Wilson seconded. Mrs. Askew-Brown called for questions or comments. Having none the chair called for a vote and the motion passed.

3. Fiscal Year 2023 Unified Planning Work Program

Mr. Kent Rogers stated that the Fiscal Year 2023 Unified Planning Work Program has been revised by the **UPWP**. The **FHWA** had the following comment:

Revises the Funding by Task tables to include the STP (STBG) and/or COVID>200K funds budgeted for the Regional Aerial Photography project (Task C) and the Funding by Task tables to include the STP (STBG)

and/or COVID>200K funds budgeted for the Regional Aerial Photography project (Task C) and the STP (STBG) >200K funds budgeted for the I-49 ICC Stage 1 project (Task J).

Mr. Rogers had the following response:

The Funding by Task tables to include the STP (STBG) and/or COVID>200K funds budgeted for the Regional Aerial Photography project (Task C) has been revised and updated. Previously the MPO had anticipated the first invoice on this project to be within the Fiscal Year 2022. However, due to the delivery of final product after the beginning of Fiscal Year 2023 these numbers have been revised to reflect the expenses within the UPWP.

The funding tables for the I-49 ICC Stage 1 project (Task J) have been revised to show remain contractual obligations and anticipated staff expenses for the project.

The overall Income tables within the Income and Expenses section (beginning on page 73) have also been revised to reflect the COVID>200k funds and local funds associated with those expenses as well as the Funding by Task tables on page 76.

Mrs. Askew-Brown called for the motion to approve the revisions. Mr. Washington motioned first and Mr. Chandler seconded.

Project Updates

Mrs. Askew-Brown asked Mr. Rogers to move forward with the Project Updates.

4. LA 511 Jimmie Davis Bridge

Mr. Rogers directed the committee's attention to the flyer in the packets. He reviewed the update of actions for the DOTD, Legislative, MPO and Local. The actions by all parties opens the way for design-build of a new modern 4-lane bridge and conversion of the existing bridge into a bike/ped green-space park.

5. LA 3132 (Inner Loop) Extension

Mr. Rogers called the committees attention to a proposed resolution confirming the MPO's preference of Alignment Alternative B2 for the LA 3132 (Inner Loop) Extension. Mr. England ask the purpose of the resolution. Mr. Rogers stated that intention was simply to reiterate to DOTD and FHWA the position the MPO has taken in the past. Mr. Rogers noted that there had been significant change over in staff with BKI and wanted to make sure that the staff on hand was aware of the MPO's stance. Mr. Rogers stated that he recently spoke to new staff. BKI advised Mr. Rogers they would be providing a revised FONSI for NLCOG and DOTD review outlining Alignment Alternative B2 as the preferred. Mr. England asked if there was still a need for the resolution. Mr. Rogers stated that he did not think so based on his conversations with BKI staff. Mr. Ford asked if we had held a public hearing on this. Mr. Rogers stated that the public hearing was delayed due to COVID protocols but that the EA presented included was alternative B2.

Mr. Washington asked if there were any further comments. Mr. Chavallie noted that the issues with the Tim James project were due to their inclusion of language in an agreement with land owners that NLCOG was not made aware of. He further stated that to his knowledge that issue has been resolved. Mr. Washington stated that unless there were other comments he would remove the resolution from

consideration and ask Mr. Rogers to confirm our position to BKI. With no further comments Mr. Washington asked Mr. Rogers to move forward with the agenda.

6. I-49 Inner City Connector Stage 1 Environmental Impact Study

Mr. Rogers stated that DOTD would be scheduling the next Section 106 Consulting Parties meeting in the near future. Mr. Rogers stated that it was vital to move the project forward through this process in order to complete the Draft EIS. Mr. Rogers noted that the 106 process helps to identify the preferred alternative for the Draft EIS. Mr. Rogers stated that Providence has completed as much of the draft as possible without having the Section 106 process completed.

Mr. Rogers stated that Senator Peacock had raised some concerns over funds being moved during the legislative process. Mr. Rogers stated that through efforts of the legislative bodies a MEGA projects fund has been created with sub accounts for I-49 North, I-49 South, the I-10 Calcasieu River Bridge, and the I-10 Baton Rouge Bridge.

Mr. Washington stated that a delegation made up of Mayor Perkins, Mr. England, Representative Bagley, and himself had several meetings in DC with the administration and departments. Mr. Washington stated the covered the I-49 project, I-69, some projects at the port, and other initiatives. He stated that all were well received. Mr. Washington asked if Mr. England would like to add anything.

Mr. England stated that Mr. Washington lead the meetings and we were well represented and that he did a great job representing Northwest Louisiana especially with the roadway projects. He further stated that the port had submitted an INFRA grant request that can be directly attributed to these meetings. He stated that the cost had increased due to COVID and the grant will help to cover those increased cost. Mr. England stated that we had previously been advised to wait and submit during the second round. The message was clear from the Whitehouse and DOT that they can not say yes if we did not have a request in the hopper. Mr. England stated he was glad to move forward rather than rely on the bad advice provided by the engineering firm.

Mr. Washington stated that it was clear from the meetings they were in that it was imperative to get your grant applications in this year. The statement was made that applications that are not funded this year may be funded in future years and there was also the possibility that things may change and they may not receive applications in the future. Mr. Washington reiterated that if you have not gotten your applications in to do so if you still can.

Mr. Washington stated that with the I-49 project FHWA had lead presence in the meetings and that Mayor Perkins met directly with Secretary Buttigieg and that the project was well received. He stated that FHWA and the Secretary are working directly with the office in Baton Rouge to ensure the project is moving forward and that we should receive a ROD sooner than expected. Mr. Washington noted it was good to receive the update earlier.

Mr. Ford if the funding available was enough to move the I-69 frontage road project forward. Mr. England stated that the port has taken the lead on the project with DOTD and that there is a separate agreement outlining the local funding with the funds from the MPO, Caddo Parish, DeSoto Parish and the port. Mr. England stated that in terms of the environmental for the frontage road all that would be required is a categorical exclusion. He further stated that road swap agreements between the two parishes and DOTD were progressing. DeSoto Parish has come to an agreement with DOTD while Caddo Parish was finalizing

their agreement through a local ordinance. Dr. Wilson stated that the long-range committee was set to meet on June 6th and the agreement should be moved favorable to the full commission following.

Mr. Washington stated that in the meetings in DC with DOT/FHWA it was made clear that the I-49 and I-69 projects were not competing projects. He noted that many time locals seem to think these two are competing projects. He stated that the administration wanted to make it clear that there was nothing precluding either project from moving forward and that they want to see both projects done.

Mr. Washington direct Mr. Rogers to the next item on the agenda.

7. LA 511 Jimmie Davis Bridge

Mr. Rogers directed the committee's attention to the flyer in the packets. He stated that the Lt. Governor had agreed to brining the rehabbed bike/ped bridge into the state park system and that the local agree to basic day to day maintenance such as trash pickup, shutting gates, sweeping, etc.

Mr. Ford noted that Bossier Parish and Caddo parish had signed the MOU and that we are now waiting for the cities to sign the agreement but did not foresee any issues. Senator Peacock stated that HB 762 provides leeway for the size of state parks within Caddo and Bossier Parishes.

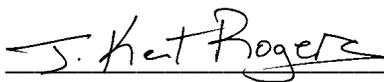
Mr. Washington asked if the members had any comments, having none he asked Mr. Rogers if there were any announcements.

Announcements

Congratulations to Dinero for being named 2022 Transit Operator of the Year and to Dr. Shelly Barrett as a Community Hero for the Bossier Chamber of Commerce Salute to Community Heroes.

Adjourn

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



J. Kent Rogers, Secretary



Metropolitan Planning Organization Transportation Policy Committee

AGENDA- August 26, 2022 9:00 am

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

ITEMS FOR CONSIDERATION

1. Approval of Minutes

[Approval of Minutes from July 22, 2022](#)

2. Transportation Improvement Program (TIP)

Introduction of the [NLCOG 2023 – 2026 Transportation Improvement Program](#)

[Transit Program Summary](#)

[Highway Program Summary](#)

[Bossier Summary](#)

[Caddo Summary](#)

[DeSoto Summary](#)

[Webster Summary](#)

PROJECT UPDATES

3. [Louisiana Electric Vehicle Readiness Plan](#)

DOTD Staff

ANNOUNCEMENTS

[City of Shreveport RAISE Grant Award](#)

MPO will be meeting on Friday September 30, 2022

ADJOURN



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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, August 26, 2022 (9:00 AM)

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Bruce Blanton – Webster Parish
Mr. Steven Brown – DeSoto Parish
Mr. Eric England – Port of Caddo-Bossier
Mr. David North – LaDOTD District 04
Dr. Woodrow Wilson – Caddo Parish
Mr. Alan Clarke – MPC City of Shreveport

Members Absent

Mr. Butch Ford – Bossier Parish
Mr. Dinero' Washington – SporTran
Mayor Tommy Chandler – City of Bossier City
Mayor Adrian Perkins – City of Shreveport

Others Present

Mr. Kent Rogers – NLCOG
Mrs. Rita Barnette – NLCOG
Mr. Josh Chevallier – BMKS, legal counsel
Ms. Joy Johnson – LaDOTD
Mrs. Dawn Sholmire – LaDOTD
Mrs. Mary Stringfellow - FHWA

Call to Order

Mrs. Askew-Brown called the meeting to order and asked Mr. Rogers to call the roll. A quorum was present.

Public Comments

Mrs. Askew-Brown called for public comments. Mr. Rogers stated that two request for comments had been turned in.

John Perkins wanted to address the board to apologize to Mr. Rogers for his last statements made at the June 22nd, 2022 meeting. He has spoken to the Christopher Coes the Assistant Secretary for Transportation Policy in the Office of the Assistant Secretary for Transportation Policy and it was confirmed that the board is less than the 6 year mark for setting their record decision. He stated that the board is approximately 5years and 11 months from meeting the 6-year mark.

Mr. Tim Larkin then addressed the group on the LA 3132 (Inner Loop) Ext. A written copy of Mr. Larkin's statement is attached.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the June 22, 2022, meeting. Mr. Clarke motioned, and Mr. Blanton seconded to approve the minutes as provided. Mrs. Askew-Brown called for questions or comments having none the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026

Mr. Rogers reviewed the FY 2023-2026 Transportation Improvement Program for the four parishes including: Bossier, Caddo, Desoto and Webster. Mr. Rogers stated that the current Transportation Improvement Program will expire on October 1, 2022, and that no amendments or modifications can be made after that date.

Mr. Rogers explained the purpose of the Transportation Improvement Program in relation to the federal legislation. He identified and briefly reviewed the Transportation Planning Area as well as the Performance Based Planning measures and their relation to the TIP. Mr. Rogers then described the Project Programming for the tip and how it is divided into three principle programs. (DOTD – Highway Program, MPO – STGB>200K Program and Transit – FTA Funding). Mr. Rogers then reviewed the financial constraint and project listings for the MPO program.

Mrs. Askew-Brown entertained a motion to Introduce the NLCOG 2023-2026 Transportation Improvement Program for 30-day public comment period. Mr. England motioned, and Dr. Wilson seconded. Mrs. Askew-Brown called for questions or comments. Having none the chair called for a vote and the motion passed.

PROJECT UPDATES

- 3.** Mr. Rogers then introduced Ms. Joy Johnson from DOTD to give the presentation for the Louisiana Electric Vehicle Readiness Plan. Ms. Johnson provided members information on: the purpose of the State EV Plan, Alternative Fuel Corridors, Justive40 Initiatives, Pending Eligibility Criteria, Louisiana's EV deployment development & adoption timeline.

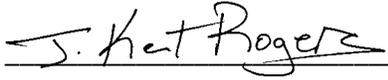
ANNOUNCEMENTS

Mr. Rogers announced the approval of the Raise Award to the City of Shreveport for the Kings Highway Corridor Project. The I 49 – I 20 and MLK area will be completely reconstructed. Total amount of reward is \$22.164 million dollars to be matched by roughly \$6 million from the City of Shreveport.

Mr. Rogers remind the group that the October 7, 2022 meeting has been rescheduled for September 30, 2022 in order to meet the TIP Adoption time line.

Adjourn

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

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive style with a horizontal line extending to the right from the end of the name.

J. Kent Rogers, Secretary

My name is Tim Larkin. I am speaking on behalf of Larkin Development North, LLC.

It was announced at the last MPO meeting that the NEPA study for LA 3132 will be delivered to the Federal Highway Administration requesting them to make a Finding of No Significant Impact for the B-2 Alternative.

Concurrent with that report, the LADOTD has contacted us about their own separate study to modify and extend the Control of Access at the intersection of LA 3132 and Flournoy Lucas Road.

DOTD has informed us that they propose to close the entrance to the Larkin Development North property and Esplanade and Forbing Ranch. They propose to relocate the entrance to an existing private driveway owned by the Glen Retirement Center, and they have asked for comments from us.

In spite of NEPA regulations to the contrary, the City of Shreveport halted LD North's development in the B-2 Corridor years ago to preserve it for the extension of LA 3132. Over eight million dollars in development assets have been idled for years.

The NEPA study does not take into consideration the residential properties in LD North or in Esplanade that are platted below and adjacent to the proposed F2 Freeway. Consequently, the impact of the proposed freeway on those properties has not been evaluated. This appears to have been caused by the omission of the LD North PUD and the omission of the sixth Phase of the Esplanade PUD. That information appears never to have been provided to BKI for their study map.

Because the City of Shreveport prevented LD North from developing the property according to its entitled use and because the NEPA study fails to consider the LD North and Esplanade developments, the NEPA process appears to be incomplete.

Following the MPO July meeting we requested a meeting with Kent Rogers and NLCOG staff. On Wednesday August 17 we met. Chris Campbell, Scott Sinclair and I met with Kent Rogers, Chris Petro and Josh Chavallier. The purpose of the meeting was to update NLCOG on our efforts to resolve these problems with DOTD. Some of the solutions centered around agreements that we have reached with a private bridge and roadway developer, Tim James, Inc. We wanted to find out if the move to send in the FONSI necessarily jeopardizes these agreements. Presently, as we understand it, NLCOG has not taken a position of opposition to the Red River Express project. Presently, it is our intent to continue to work with the Tim James Group as they complete their application process with the Corps of Engineers. We left that meeting with a hope we can find solutions and move forward with the cooperation of the MPO, NLCOG, DOTD and the City of Shreveport.



Metropolitan Planning Organization Transportation Policy Committee

September 30, 2022 - 9:00 am - 625 Texas Street, Shreveport, LA 71101

AGENDA

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

ITEMS FOR CONSIDERATION

1. Approval of Minutes

Approval of Minutes from August 26, 2022

2. Transportation Improvement Program (TIP)

Adoption of the [NLCOG 2023 – 2026 Transportation Improvement Program](#)

[Transit Program Summary](#)

[Highway Program Summary](#)

[Bossier Summary](#)

[Caddo Summary](#)

[DeSoto Summary](#)

[Webster Summary](#)

PROJECT UPDATES

3. LA 511 – Jimmie Davis Bridge

Letters of Interest

4. I-69 Service Road Project

IIJA grant request

5. LA 3132 (Inner Loop) Extension

FONSI

ANNOUNCEMENTS

MPO will be meeting on Friday November 18, 2022

ADJOURN



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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, September 30, 2022 (9:00 AM)

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Alan Clarke – MPC City of Shreveport
Mr. Bruce Blanton – Webster Parish
Mr. Steven Brown – DeSoto Parish
Mayor Tommy Chandler – City of Bossier City
Mr. Eric England – Port of Caddo-Bossier
Mr. Butch Ford – Bossier Parish
Mayor Adrian Perkins – City of Shreveport

Members Absent

Dr. Woodrow Wilson – Caddo Parish (Erica Bryant present on behalf of Dr. Wilson, but cannot vote)
Mr. David North – LaDOTD District 04
Mr. Dinero' Washington – SporTran

Others Present

Mr. Kent Rogers – NLCOG
Ms. Rita Barnette – NLCOG
Mr. Josh Chevallier – BMKS, legal counsel
Mr. Chris Petro – NLCOG
Dr. Shelly Barrett – NLCOG
Ms. Savannah Williams – NLCOG

Call to Order

Mrs. Askew-Brown called the meeting to order and asked Mr. Rogers to call the roll. A quorum was present.

Public Comments

Mrs. Askew-Brown stated there was one public comment request, Mr. Tim Larkin

Mr. Tim Larkin addressed the group in reference to the conclusion of the Environmental Assessment for an extension of LA 3132 (Inner Loop). A written copy of Mr. Larkin's statement is attached.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the August 26, 2022, meeting. Mr. Clarke motioned, and Mr. England seconded to approve the minutes as provided. Mrs. Askew-Brown called for questions or comments having none the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026

Mr. Rogers informed the board that the Transportation Improvement Program had been out for 30 days and they have not received any public or general comments. They have however, received a series of comments from the Federal Highway requesting further detail on relationship of performance measures and congestion management process to the project selection process, adding web links to documents online, and additional information on projects associated to system maintenance. Additional comments on naming convention, work type, funding type differences between MPO, TIP and STIP. Mr. Rogers explained that they are addressing these comments, but in order to meet the September 30th, 2022 deadline, they are requesting the adoption of the document with the inclusion of the LA3132 funding. Mr. Rogers also said they would bring a revision at the next meeting that would address the remaining comments.

Mr. Rogers reviewed the Financial Constraint, MPO STBG >200K Summary, as well as the Transit Program Summary. He directed the board to their packets where he has included a detailed chart that shows all information to each project for the FY 2023-2026 for the Transportation Improvement Program. Mr. Clark asked for a review of the projects. Mr. Rogers called the committees attention to the STBG >200k program summary. The summary listed projects by fiscal year and fiscal year totals. Mayor Perkins asked when in each fiscal year would projects start. Mr. Rogers stated that letting depends on each projects readiness. Mr. Furlong stated that the two Linwood Ave projects were at approximately 30% plans. Based on that he and Mr. Rogers estimated March/April time frame for letting.

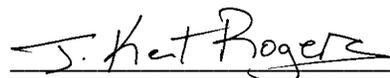
Mrs. Askew-Brown asked if there were further questions. Having none Mrs. Askew-Brown entertained a motion to Adopt the NLCOG 2023-2026 Transportation Improvement Program. Mr. England motioned, and Mr. Clarke seconded. Mrs. Askew-Brown called for questions or comments. Having none the chair called for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

ANNOUNCEMENTS

Mr. Rogers stated there were no announcements but inquired about Mrs. Askew-Brown's participation in the recent trip to Washington, D.C. Mrs. Askew-Brown said it was extremely beneficial and found great value in it. She hopes to be able to return. She noted that group meet with the delegation and others on issues relevant to our area and received great feedback.

Adjourn

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



J. Kent Rogers, Secretary

My comment is in reference to the conclusion of the Environmental Assessment study for an extension of LA 3132. Specifically, the decision by the MPO to recommend and report a Finding of no significant impact to the Federal Highway Administration.

As I have reported to the MPO before, DOTD has informed us that they propose to close the existing entrance to Esplanade North, Esplanade and Forbing Ranch. They presently propose to relocate the entrance to an existing private driveway owned by the Glen Retirement Center.

Since that time, we have met with DOTD to get an understanding of what is proposed.

Following that meeting we met with NLCOG staff to exchange facts. I reported those meetings to the MPO at the last meeting.

Since the last MPO meeting we were able to meet with representatives of the Glen, present our thoughts about the proposed access relocation and get an understanding of what their preferences are at this time.

Our discussions with the Glen centered on how practical it appears to be, to combine a public access to the Esplanade North, Esplanade and Forbing Ranch properties with their present private gated entrance at the eastern corner of their property. They have just completed extensive improvements to that entrance. One important fact that we do not have is what the DOTD traffic study for this entrance estimated the traffic count to be. Collectively, our observation was that the combination of the Glen's growing population, together with our three properties would produce a significant impact that could well overwhelm the plans that DOTD has for this proposed intersection.

We presently have a meeting rescheduled with DOTD to begin a process of resolving this issue.



Metropolitan Planning Organization Transportation Policy Committee

November 18, 2022 - 9:00 am - 625 Texas Street, Shreveport, LA 71101

AGENDA

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

ITEMS FOR CONSIDERATION

1. **Approval of Minutes**

[Approval of Minutes from September 30, 2022](#)

2. **Transportation Improvement Program (TIP)**

[NLCOG 2023 – 2026 Transportation Improvement Program Rev 1.0](#)

[FHWA Comments and MPO Response](#)

PROJECT UPDATES

3. LA 511 – Jimmie Davis Bridge

[Design Build Short List / DOTD Timeline](#)

4. I-69 Service Road Project

[Project Update](#)

5. North Louisiana Passenger Rail

[DOTD CRISI Program Letter of Support](#)

ANNOUNCEMENTS

MPO will be meeting on Friday January 06, 2023

ADJOURN



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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, November 18, 2022 (9:00 AM)

NLCOG

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Mr. Alan Clarke – MPC City of Shreveport
Mr. Bruce Blanton – Webster Parish
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Mr. David North – LaDOTD District 04
Dr. Woodrow Wilson – Caddo Parish

Members Absent

Mayor Adrian Perkins – City of Shreveport
Mr. Dinero' Washington – SporTran

Others Present

Mr. Kent Rogers – NLCOG
Mr. Josh Chevallier – BMKS, legal counsel
Mr. Chris Petro – NLCOG
Dr. Shelly Barrett – NLCOG
Ms. Savannah Williams – NLCOG

Call to Order

Mrs. Askew-Brown called the meeting to order and asked Mr. Rogers to call the roll. A quorum was present.

Public Comments

Mrs. Askew-Brown stated there was one public comment request, Mr. Adam Sistrunk. Mr. Sistrunk was just wanting an update on the I-49 project. He stated he knew the Governor had been in a few weeks ago and that the Governor said it was all in the federal agencies hands and didn't want to contradict him but wanted to verify the current status of the project. Mr. Rogers informed him that they were trying to get Ms. Kerry Oriol, Project Manager from Providence Engineering and LaDOTD staff here in January to provide a more comprehensive update. He explained that they are still working a few issues with the 106 process dealing with cultural and historical environment. Mr. Rogers stated that the main premise is to Avoid, Minimize and Mitigate. Mr. Rogers wanted to let everyone know that NLCOG doesn't actually get the cultural reports. The reports go to SHPO (State Historic Preservation Officer).

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the September 30, 2022, meeting. Dr. Wilson motioned, and Mr. Clarke seconded to approve the minutes as provided. Mrs. Askew-Brown called for questions or comments having none the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026

Mr. Rogers stated at the last meeting the TIP (Transportation Improvement Program) was approved and that NLCOG had received a series of questions and comments from Federal Highway that they would be addressing. Those questions and comments did not affect any of the project specifics, any individual projects or any funding that went along with any of the projects. He directed them to their packets where he had put together the questions and comments and wanted to go over them briefly in a generic sense. Mr. Rogers pointed out that there were several comments that related to questions regarding the project selection and how they're related to the National Goals, our goals/objectives from MTP, and TIP project selection. He informed them that we had completely revamped chapters 4 and 5 to add additional verbiage and how that process works. The primary question NLCOG received was how they're related to the Metropolitan Transportation Plan. Mr. Rogers stated that this verbiage was in the original TIP and has remained consistent. He also stated that before a project can be included in the TIP it is required to be in the Metropolitan Transportation Plan.

Mr. Rogers said there were also some questions in terms of phasing and funding of each project. He stated that there's an individual project sheet that identifies the project phasing, funding for each phase and capital vs non-capital expenses. The MPO has included performance target and ranking for each project.

The next series of questions/comments were related to financial constraint and the new IJJA funding. Mr. Rogers stated that staff broke out the overall funding into the three primary categories (STBG, Transportation Alternatives, and Carbon Reduction) from IJJA and also all categories of previous funding sources for the urban systems program.

Also included in the TIP revision is an appendix showing the status of previously authorized projects from the last TIP along with several other appendices that are documents previously just referenced within the document.

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

LA 511 Jimmie Davis Bridge

Mr. Rogers reviewed the status on the LA 511 Jimmie Davis Bridge project from DOTD's Presentation of Short-List. He stated that as of October 28, 2022, American Bridge Company, A Southland Company, James Construction Group, LLC, and Thalle Construction Co., Inc. were those on the list. The general schedule from DOTD is that the final proposals are due at the end of January, the cost proposals opened publicly at the end of February, the contract award in late March, and NTP in early April.

I-69 Service Road Project

Mr. Rogers then updated the board on the I-69 Service Road project. He stated that the Caddo-Bossier Port received the entity state agreement for execution early November and is in the process of reviewing and executing on their behalf. LaDOTD is preparing the advertisement for design and survey. Upon full execution of the entity state agreement, LaDOTD will advertise the RFQ for design and survey. Mr. England stated they received the agreement from the state and said they are to start within 90 days.

Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants

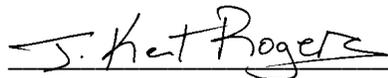
Mr. Rogers stated that NLCOG received the request for letter of support for LaDOTD's CRISI Grant Application of 15 million dollars for preliminary engineering and environmental. Mr. Rogers presented a brief overview of the CRISI program. Mrs. Askew-Brown asked if there were further questions. Having none, Mrs. Askew-Brown entertained a motion to approve the letter of support for LaDOTD's CRISI Grant Application. Mr. England motioned, and Mr. Clarke seconded.

ANNOUNCEMENTS

Mr. Rogers stated there were no announcements but wanted wish everyone Happy Holidays. Reminded everyone of the next meeting that will be on January 6, 2023 unless an additional one is needed or requested before then.

Adjourn

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



J. Kent Rogers, Secretary



Metropolitan Planning Organization Transportation Policy Committee

January 20, 2022 - 9:00 am - 625 Texas Street, Shreveport, LA 71101

This is a reschedule of the January 06, 2023, meeting.

AGENDA

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

ITEMS FOR CONSIDERATION

1. Approval of Minutes

[Approval of Minutes from November 18, 2022](#)

2. Transportation Improvement Program (TIP)

[Update w/DOTD amendment for Introduction](#)

3. Metropolitan Transportation Plan (MTP)

[2023 Annual Safety Performance Measures Amendment \(introduction\)](#)

PROJECT UPDATES

4. [LA 511 – Jimmie Davis Bridge](#)

5. [I-69 Service Road Project](#)

6. I-49 Inner City Connector

[Project Update](#) and [Cultural Analysis Scope](#)

ANNOUNCEMENTS

7. I-20 / I-220 Barksdale Interchange Ribbon Cutting February 8th at 10:00AM

8. MPO will be meeting on Friday February 17, 2023

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, January 20, 2023 (9:00 AM) NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

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

Members Absent

Mr. Alan Clarke – MPC City of Shreveport

Others Present

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

Guest

Mrs. Kerry Oriol – Providence
Mr. Stephen Wallace - Stantec
Mr. Kurt Brauner – LADOTD
Mrs. Risa Mueller – Franklin Associates

Call to Order

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

present.

Public Comments

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

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

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

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

suggestions created from NLCOG's model.

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

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the November 18, 2022, meeting. Mr. Washington motioned, and Mr. England seconded to approve the minutes as provided. Mrs. Askew-Brown called for questions or comments having none the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026 – Update w/DOTD Amendment for Introduction

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

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

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

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

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

Project Updates:

1. LA511 Jimmie Davis Bridge

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

2. I-69 Service Road Project

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

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

3. I-49 ICC EIS Current Status

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

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

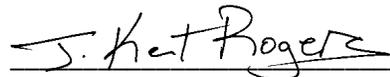
The project team (NLCOG, DOTD, FHWA and consultant team) have developed a scope to determine if Build Alternative 3A is a viable alternative and it is anticipated that approximately 4 months will be necessary for the levels of study needed. If Build Alternative 3A is determined viable it will need to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

ANNOUNCEMENTS

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

Adjourn

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

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive style with a horizontal line extending from the end of the name.

J. Kent Rogers, Secretary
Rogers, Secretary

POST PUBLIC MEETING STEPS

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

POST PUBLIC MEETING STEPS

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

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: 20 Jan 23

Name: BILL ROBERTSON

Address: 214 Leo 71105

E-mail: _____

Phone: () 861 1932

I am representing: myself business organization

Name of business / organization: Allendale Strong

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

No on 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: 01/20/2023

Name: Kay Grammer Camp

Address: 2025 E Kings Hwy, S'port, LA 71105

E-mail: Kaycamp35@yahoo.com

Phone: (318) 573-4513

I am representing: myself business organization

Name of business / organization: Attendale Strong

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

I am curious about the process
that is used to determine road routes

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



Metropolitan Planning Organization Transportation Policy Committee

February 17, 2023 - 9:00 am - 625 Texas Street, Shreveport, LA 71101

AGENDA

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

ITEMS FOR CONSIDERATION

1. Approval of Minutes

[Approval of Minutes from January 20, 2023](#)

2. Transportation Improvement Program (TIP)

[Update w/DOTD amendment for adoption](#)

3. Metropolitan Transportation Plan (MTP)

[2023 Annual Safety Performance Measures Amendment Adoption](#)

4. Transit Asset Management Plan (TAMP)

[Acceptance of the Transit Asset Management Plan](#)

[Adoption of the Transit Asset Performance Targets and Measures](#)

PROJECT UPDATES

5. North Louisiana Passenger Rail

[FRA Long-Distance Service Study](#)

ANNOUNCEMENTS

6. [Safe Streets and Roads for All Action Grant](#)

7. MPO will be meeting on Friday March 31, 2023

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, February 17, 2023 (9:00 AM) NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tom Arceneaux – City of Shreveport
Mr. Steven Brown – DeSoto Parish
Ms. Erica Bryant – Caddo Parish
Mayor Tommy Chandler – City of Bossier City
Mr. Alan Clarke – MPC City of Shreveport
Mr. David North – LaDOTD District 04
Mr. Dinero' Washington – SporTran

Members Absent

Mr. Bruce Blanton – Webster Parish
Mr. Eric England – Port of Caddo-Bossier
Mr. Butch Ford – Bossier Parish

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Dr. Shelly Barrett – NLCOG
Ms. Savannah Williams – NLCOG
Ms. Rita Barnette – NLCOG
Ms. Heidi Stewart – NLCOG
Mr. Josh Chevalier – NLCOG Legal Council

Mr. Rogers wanted to inform the board of Mr. Blanton's absence and let them all know that he will be undergoing open heart surgery the following week.

Call to Order

Mrs. Askew-Brown called the meeting to order. Mr. Rogers then began a roll call. A quorum was present.

Public Comments

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

Mr. John Perkins was the first public comment and stated he was representing Allendale Strong. Mr. Perkins said that he was there to help the government. He found that the intercity loop to be the center of government waste, fraud, and abuse right here in the halls and compound of this building and he feels there's more money wasted. Mr. Perkins stated that this March, Bloomberg has just been here with a photographer and reporting writing an article on this struggle and will hit the National Trade request if anyone was interested in obtaining a copy. He told the mayor he would send a copy to his office. Mr. Perkins said they had Urban 3, Joe Minicozzi's team, who've completed their study and will be here to report their findings in profits and losses in Shreveport. He says the Beck building appears to be the most profitable per acre land in the city and it would be idiocy to build a highway through that spot. Mr. Perkins says that their own smartmobility.com transportation expert, Norm Marshall, will either zoom in or be in Shreveport to explain why we're all here today and why we must build a toll bridge across the Red River is because the Regional and big government transportation plan have a conflict with our own Shreveport citizens.

Senator Barrow Peacock was next and wanted to speak about I-49. Mr. Peacock stated that for years the legislature did a poll that if we would come up with the money for the I-49 Intercity Connector, it would be built and completed. He says that four years ago, they passed the legislature, and they got four million dollars for the delegation of the I-49 Intercity Connector, which could be used with Federal match, using our State dollars with Federal money, to complete the Intercity Connector. He understands that it's this body is responsible for implementing and starting the completion of I-49 with the record of decision. Mr. Peacock asked if that was correct. Mr. Rogers responded that the rod is signed by Federal Highways. That we develop the EIS that goes out for public comment and the rod is developed off the EIS. Mr. Peacock states that they all want accountability in government. He says that he's accountable in Senate #37. He says he spoke to Mr. England, who isn't present, but stated to him that the Northwest Louisiana Council of Government, Metropolitan Planning Organization and Transportation Policy Committee are not the responsible party. He wanted immediate clarification to know if this is the responsible party to be accountable for securing the record of decision. Mr. Peacock stated that there are always fingers pointed saying it's DOTD, it's Federal Highway, it's local, but we've always said we wanted local control, and we have that here. He feels they deserve to know who's responsible here and who the accountable party is. Mr. Rogers explained that we have followed NEPA's rules and regulations. The contract through Providence is through us. The reason that contract is through us and not through DOTD was during when we were all working through I-49 North issues, including funding and feasibility, the Unclaimed Properties Act, that whole agreement was put in place and money was set aside at that time for the environmental for this program. And at that time, it was written in that contract that it would go through NLCOG and not DOTD. NLCOG still must follow the same rules, regulations, policies, and procedures. NLCOG is just the contractual body. The signing off on the rod is Federal Highway's part. Mr. Rogers stated it's that way with all federal documents in that Federal Highway signs those documents. Whether it's a rod or an EA, a Fonsi report, the Federal Highway is the one who signs off on those not NLCOG. Mr. Peacock asked if the accountable body of getting it completed and working through the process is this committee? Mr. Rogers replied that NLCOG holds the contract, but again we have to follow all their rules and that some of things in there they don't have a choice on. Mr. Peacock states that our citizens of northwest Louisiana need accountability for the years of delay and failure of construction not happening on I-49. He says we have a tremendous opportunity in this state and country with the amount of funding that's coming to it. They have secured the hundred million dollars, but he cannot legitimately, nor any of his colleagues, go ask for more money for the completion of I-49 with the federal money coming down without a record of decision. He pleads to get this

done as soon as possible.

Mr. Gard Wayt begins that he's with the I-49 International Coalition, which is a collection of coalitions all the way from Kansas City to New Orleans, who came together in 2002 to promote collectively the completion of the entire route from Kansas City to New Orleans. He states that once that's completed it will be an uninterrupted 1400-mile interstate that connects Canada through the very heart of America, and all the way through Louisiana to the Gulf Port system, which is fifteen different ports on the Gulf Coast that collectively ship more tonnage every year than any other port system in America. He says I-49 is the direct connector to the Panama Canal. Mr. Wayt stated that there seems to be a lot of talk about how it will hurt the city and how it might hurt Allendale but says that Allendale is only thirty percent of the population that it was when I-49 was begun, and that Allendale is a wasteland. He says if this project were completed through Allendale it would create two major intersections at Ford Street and Hearne and if you want to know what that would for the area do to drive two miles up highway 1 and you will find 25-30 brand new businesses. Those are health facilities, banks, fast foods and grocery stores. Mr. Wayt stated that last year alone there was 4 million dollars in property taxes, sale taxes from property being sold in that area and that's why we need to get this going to not miss out on opportunity.

Senator Robert Mills from Louisiana senate #36 and says he's very interested in I-49. Senator Mills says it was timely this morning and the Baton Rouge Advocate, largest paper in the state that covers Baton Rouge, New Orleans, Lafayette, covers investigative journalism, Civil Rights, personal rights, and they don't agree on a lot of things, but he agreed with their editorial this morning titled The Racist Road is Needed for I-49. Senator Mills continued to read the editorial. He states if we got individuals in state government, individuals in federal government, individuals in SHPO impeding this with their personal position on racist highways then we need to address them by name with the Lieutenant Governor, and he'll front that if they need him to. Senator Mills says he's heard word that the Governor of Louisiana contends to call back the one hundred million dollars if we don't use it. He's heard that an individual inside SHPO has stated that "Not on his watch would it ever happen", Senator Mills says we cannot let individuals and old ideas impede this progress. It's worth eight hundred million dollars a year economic development to finish I-49 Interstate and Intercity Connector and maybe worth more than that. He says we have to proceed; we have to call names; we have to get this done and NLCOG is a big part of this, and they need their help to get this done.

Tammy Phelps representing House District 3, which is the intercity and likes to refer to it as intercity Shreveport. Ms. Phelps brought up a personal message that she remembers her Church used to have vacation bible school in Jacks Quarters, Jackson Heights, and ended that last year with I-49 potentially coming through, as it's been mentioned it's been over twenty years ago. Ms. Phelps states that outside of the state, she's really kind of looking at everyone in the room and hoping this organization is responsible too, and just to see over the last four years what has been the holdup. She says for such a time, in twenty years, that we haven't gone forward, and the accountability does start here. She says that being from Shreveport she feels the weight because her city has had the potential for so long to grow and wonders when the potential is going to be realized. Ms. Phelps stated that it's bigger than us because there are generations to follow before Jesus comes back and she wants everyone to take that serious today. She doesn't know what the political issues are, and she would like to schedule a meeting to get it on record for a session. She states that Shreveport isn't just a bubble and they are a part of Louisiana being the third largest city in the state. And whatever it takes to move forward to please let them know so they can help be a voice if that's the case or if it's something political and they need to meet with them to let them know.

Thomas Pressley State representative for District 6. Mr. Pressley is joining his colleagues today as well and calling for action. He says that four years ago the state legislature, thanks to a unanimous group of legislatures from northwest Louisiana, allocated one hundred million dollars to the I-49 project. Mr. Pressley states that for his three years being in legislature has been at issue and something that we need to be focused on keeping allocated towards the I-49 project. He says it's time for action. That we hear it from his colleagues in south Louisiana, they hear it from neighbors in their business community and their community

generally that it's time for action. Mr. Pressley says that in 1960 Louisiana and Florida had the same electoral votes both with ten. Today we have eight and they have thirty. A lot of that is because of policy. He states that our community in northwest Louisiana is perfectly primed to be a leader in healthcare, logistics, transportation, energy, and green energy as well as the oil and gas sector. Mr. Pressley says it's a global strike with Barksdale being right here. He asks for action and to continue to move forward as quickly as possible and to do so in a way that's transparent and open and that the community understands what's happening.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the January 20, 2023, meeting. Mayor Arceneaux motioned, and Mr. Brown seconded to approve the minutes as provided. Mrs. Askew- Brown called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026 – Update w/DOTD Amendment for Adoption

Mr. Rogers directed the board to their packets and pointing out that there were two changes to the TIP at this time and the first was an administrative modification for Jimmie Davis bridge (LA 511). Mr. Rogers stated it was an adjustment of the construction phase cost FFY2023 and he's listed out the appropriate funding sources which include one hundred million from ARPA and eighty-eight million one hundred twenty-five thousand from STCASH. Mr. Rogers asked Mr. North to correct him if he was wrong, but his understanding is that the final proposals were received and being reviewed and the selection of those should come within the next month as to who the contractor will be. Then following that there'll be some negotiations and get that project underway. Prior to that they projected Summer to get that project out. Mr. North said yes.

Mr. Rogers said in terms for adoption the LA 5: Thomas Road to LA 172 was introduced for public comments last meeting and haven't received any comments. He stated that there are no other amendments from LADOTD, the 200k program or the Transit program per introduction for adoption.

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

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

Mr. Rogers stated the next item on the agenda is the plan amendment for the adoption of the safety performance measures that were introduced at the last meeting. He said they did get some clarifications as in terms of the non-motorized fatalities and asked Mr. Petro to fill them in. Mr. Petro stated that NLCOG is asking for their consideration to amend the long-range transportation plan. He recalled Mr. Washington had a question when they introduced the safety targets and the five-year average, they were going by with the data that CARTS and DOTD were providing. Mr. Petro pointed out that Mr. Washington noticed an error, so he did some research with the DOTD safety section and made an inquiry about the anomaly. DOTD got back with him

and said the consultant made an error in their calculations and that they originally used the five-year average from the previous five year set they had. DOTD corrected it from 33 to 36 for the five-year average. Mr. Petro stated that was the only comment they had received concerning the safety target for the MPO. Mr. Rogers called upon Dr. Barrett to share some information regarding DOTD's preliminary numbers. Dr. Barrett states that in the northwest region we had a 46% decrease in predicted alcohol crashes, 23% decrease in drug involved crashes, 5% decrease in distracted driving crashes with an increase of 4.6% in total crashes.

Mrs. Askew-Brown asked if there were any further questions. Having none, Mrs. Askew-Brown entertained a motion to adopt the 2023 Annual Safety Performance, Mayor Chandler motioned, and Mayor Arceneaux seconded. Mrs. Askew-Brown called for questions or comments. Having none, the chair called for a vote and the motion passed.

4. Transit Asset Management Plan (TAMP) Acceptance of the Transit Asset Management Plan - Adoption of the Transit Asset Performance Targets and Measures

Mr. Rogers stated that there are two things that are the MPO's responsibilities: 1) Acceptance of the plan as a whole and 2) Adoption of the actual performance measures. He said that Mr. Washington through his staff gets the TAM Plan for the City of Shreveport. Mr. Rogers said they were provided a full copy in links on their emails previously, but the front copy is included in the packets today. He asked Mr. Washington if he had anything to add and Mr. Washington said "No, their staff has basically gone through the entire TAM Plan, and just did their training review documents and updated things accordingly with their new fleet. They've purchased quite a few new vehicles over the course of the last year and have several more coming in this year, so the plan was updated according to that plan. Also, they're seeing a lot of delays in their cutaways and van products due to shortages on the market Ford and Chevy, so those plans were updated as well and are in accordance with Federal guidelines.

Mrs. Askew-Brown asked if there were any further questions. Having none, Mrs. Askew-Brown entertained a motion to accept the Transit Asset Management Plan and to adopt the Transit Asset Performance Targets and Measures, Mayor Arceneaux motioned, and Mr. Clarke seconded. Mrs. Askew-Brown called for questions or comments. Having none, the chair called for a vote and the motion passed.

Project Updates

1. North Louisiana Passenger Rail – FRA Long-Distance Study Survey

Mr. Rogers stated that the North Louisiana Passenger Rail that they are all aware of, they've heard a lot of activity concerning Amtrak service throughout the area. One of the pieces that goes along with that is through the Federal Rail Administration and in terms is what they call their long-distance routes, amending or adopting new long-distance routes. Mr. Rogers stated that the initial phase of that is their review of their current tracks, current routes, routes that were discontinued in the past or shortened, routes that were changed in terms of service areas. He has been asked to serve as to what's called the Central Region committee and had also asked for Mrs. Askew-Brown and Mr. Washington be invited to serve as the trainer provider being the chair at the time. Mr. Rogers said they recently met in Jackson with that committee and there were representatives from Texas, Oklahoma, Arkansas, Louisiana, Mississippi, Alabama, Georgia, and Florida at the meeting. The overwhelming response from everyone there was what they've always been told about the Marshall to Meridian connection is vital to all their other routes and that would be the single route they would want to be done first and foremost. Mr. Rogers stated there was tremendous representation from along that whole corridor there from all those states. They went through a series of activities of marking from things along the routes in connections, talking about what they would benefit from. They looked at the Central region but

asked them to look at specifically the Dallas to Atlanta connection which makes that long-distance and joins the two mega areas. Mr. Rogers stated that they were all in support of that. He said that this is going to happen and it's just a matter of time.

Announcements

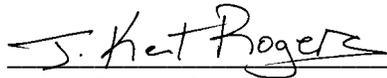
Mr. Rogers stated that they previously applied for the Safe Streets and Roads for All Action plan grant. He said they've been reaching out through the safety program trying to get some funding for actual projects and since came back and said they had to have a regional safety plan to get the actual implantation grants. And in terms of those granted in the State of Louisiana, NLCOG was granted the largest. Mr. Rogers stated they were just awarded that and are going through the process with DOTD and Federal Highway in getting those funds involved and what that will in tale is more some of the local roads and some of the high incident locations and solving some of those problems. They are coming up with some projects to implement for those along with the ones they already have, and this will help provide to get this done.

Mrs. Askew-Brown thanked Mr. Rogers and staff for working on the grant and said it's amazing that they got the funding award.

Mrs. Askew-Brown reminded everyone of the next upcoming MPO meeting on Friday, March 31, 2023.

Adjourn

With no remaining agenda items, The Chair entertained a motion to adjourn. Mr. Washington 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: 2/12/23

Name: Gard Wayt

Address: 537 Doolley Dr

E-mail: gard.wayt@gmail.com

Phone: (318) 207-1292

I am representing: myself business organization

Name of business / organization: 149 Intl Coalition

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

Advantages of completing 149 ICC

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

Comments relative to any issues that are in active litigation will not be heard in this meeting.

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: 2/17/23

Name: Senator Robert M. 115

Address: 609 Euclid Ave

E-mail: RM.115@legis.la.gov

Phone: (318) 946-3080

I am representing: myself business organization

Name of business / organization: C

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

Baton Rouge, Advocate Ed. Nordal

re: J-49

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

Comments relative to any issues that are in active litigation will not be heard in this meeting.

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

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

PUBLIC COMMENT CARD

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

Please print:

Date: 4-17-23

Name: Tammy Phelps

Address: 210 E. 70th

E-mail: hse003@legis.la.gov

Phone: (38) ~~504-1234~~ 504-2-3080

I am representing: myself business organization

Name of business / organization: State Legis H.D. 3

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

Support of 149 Co.
Reason for lengthy delay

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: 2-17-2023

Name: Thomas Pessy

Address: 900 Pierremont Rd., Ste. 119

E-mail: hse006@legis.la.gov

Phone: (318) 862.9920

I am representing: myself business organization

Name of business / organization: State Rep. District 6

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

Support of I-49 project and
frustration with seemingly continuous
delays

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

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.



Metropolitan Planning Organization Transportation Policy Committee

March 31, 2023- 9:00 am 625 Texas Street, Shreveport, LA 71101

AGENDA

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

ITEMS FOR CONSIDERATION

1. **Approval of Minutes**
[Approval of Minutes from February 17, 2023](#)
2. **Transportation Improvement Program (TIP)**
[Update and amendments](#)
3. **Unified Planning Work Program for Fiscal Year 2024 (July 1, 2023 – June 30, 2024)**
[Work Program Tasks for Fiscal Year 2024](#)

PROJECT UPDATES

4. **Louisiana Watershed Initiative**
[Round Two Project Funding and Assessment](#)

ANNOUNCEMENTS

5. **MPO will be meeting on Friday April 21, 2023**

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, March 31, 2023 (9:00 AM) NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Steven Brown – DeSoto Parish
Dr. Woodrow Wilson – Caddo Parish
Mr. David North – LaDOTD District 04
Mr. Dinero' Washington – SporTran
Mr. Bruce Blanton – Webster Parish
Mr. Butch Ford – Bossier Parish

Members Absent

Mr. Eric England – Port of Caddo-Bossier
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tom Arceneaux – City of Shreveport (Represented by Mr. Washington, but not in a voting capacity)
Mayor Tommy Chandler – City of Bossier City
Mr. Alan Clarke – MPC City of Shreveport

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams – NLCOG
Ms. Rita Barnette – NLCOG
Dr. Shelly Barrett – NLCOG
Mr. Josh Chevalier – NLCOG Legal Council
Ms. Laura Phillips - FHWA

Call to Order

Mr. Washington called the meeting to order. Mr. Rogers then began a roll call. A quorum was present.

Public Comments

Mr. Washington stated there were public comment requests. He reminded them of the three-minute time maximum.

Senator Barrow Peacock stated he would like an update on I-49 3A and saw where it was on the BOD agenda in January that it would take 4 months, and from his understanding they haven't even approved for Providence to start studying this. Senator Peacock feels that the delay is more on the board again for not being proactive and moving forward with I-49. He stated from his understanding the DOTD hasn't given permission for Providence to study 3A and asked if that was correct. Mr. Rogers stated that wasn't correct and the amendment which is additional funding to go with that scope. He explained that they're using existing funds that are in place right now. Senator Peacock asked if we were still on track for the 4-month time frame from the January meeting and Mr. Kent stated yes, we are.

Linda Biernacki also wanted an update on the I-49 Inner-City Connector. Ms. Biernacki stated that in the meeting on March 10, 2023, with Lt. Governor Nungesser, DOTD and SHPO, many questions came up. When was the request to study an additional and potential alternative requested? Who requested it and is there a copy in the public domain under NLCOG? Is there a copy of this letter requesting to look for this alternative route due to the potential of Allendale being a historic district? Ms. Biernacki states that in Providence's letter dated March 23, 2023, they're requesting this additional supplement for environmental and engineering services necessary to comply with this request, but they don't put in the letter as to whom requested it to study a build alternative. Ms. Biernacki stated that DOTD, Senator Peacock and their local delegation got one hundred million dollars to start this project and asked who is allowing them to use the money on something the public does not want to move forward with? She stated that Lt. Governor Nungesser and Mayor Arceneaux told the Committee 100 members specifically that we're going to get sued no matter what and we're going to head forward so we can handle that lawsuit and move forward. Ms. Biernacki stated that Mr. Rogers came to Committee 100 in 2019 and said they should get a ROD, then again in 2020, then Covid hit, then said again in 2021. She states that Mr. Rogers never brought up the Allendale issue with it potentially becoming a historical district. Ms. Biernacki said that in 2022 Mr. Rogers stated that DOTD and SHPO had a couple of questions that needed to be answered. She stated that they came in January 2023 and low and behold, there's this huge presentation from Providence saying that there's this potential of Allendale being a historic district. Ms. Biernacki said they left the room shocked and this was never brought to their attention. She's asking for them to vote the additional funding down until they can get a handle on exactly what they need to do and what road they need to take.

Patrick Harrison stated that he would like to defer and make his comments to the Board of Directors at the next meeting.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the February 17, 2023, meeting. Dr. Wilson motioned, and Mr. Blanton seconded to approve the minutes as provided. Mr. Washington called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026 – Update w/DOTD Amendment for Introduction for Public Comment

Mr. Rogers directed the board to their packets and pointed out that there was one change to the TIP at this time and it was an amendment for introduction for public comment for Jimmie Davis bridge (LA 511). Mr. Rogers stated it was an adjustment of the construction phase cost FFY2023 and he's listed out the appropriate funding sources which include one hundred million from ARPA and two hundred sixty-two million from STCASH. Mr. Rogers asked Mr. North to correct him if he was wrong, but his understanding is that the final proposals were received and being reviewed and the selection of those should come within the next week as to who the contractor will be. Mr. North explained that if this is not voted or not awarded and rebid, this move and vote is crucial to that, and it has to do with timing. Mr. Rogers stated again, this is an introduction for public comment.

Mr. Washington asked if there were any further questions. Having none, Mr. Washington entertained a motion to approve the update with DOTD Amendment for Introduction for Public Comment for the Transportation Improvement Program FY 2023-2026, Dr. Wilson motioned, and Mr. Ford seconded. Mr. Washington called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Unified Planning Work Program for Fiscal Year 2024 – Work Program Tasks FY2024

Mr. Rogers stated that the April 21, 2023, meeting will be for the introduction for public comments for the full work program and he just wanted to go over the tasks and implements required from DOTD and FHWA and what they include for them. Mr. Rogers said the first part of what they have in their slides and in the document is the overall structure of NLCOG, the committees that exist under NLCOG, and the Planning Areas. Those are the various planning areas we operate under. Mr. Rogers then reviewed the UPWP tasks and reviewed items within each task with the committee. Mr. Washington asked what task the passenger rail would fall under, and Mr. Rogers said the transit planning as well. Mr. Washington stated that they did have Amtrak announce over the past month that they are planning to move forward with the I-20 corridor and didn't want that to not be a part of what they are doing as the MPO and wanted it to be put on record. Mr. Washington asked if he needed to entertain a motion for the introduction and Mr. Rogers stated that no he did not. He would be providing the full document for them to review for the upcoming meeting on April 21, 2023, when it will be up for adoption.

Project Updates

1. Louisiana Watershed Initiative – Round Two Project Funding and Assessment

Mr. Rogers stated that round two for the Watershed Initiative was released and the pre-application period is open to apply until May 1, 2023. All public entities are eligible applicants. The largest project that region one received was for the mitigation by bio-med. Savannah and Heidi have been calling around to smaller areas to inform them of the process and encouraging them to apply.

Mr. Washington asked if there was any way to address anything surrounding I-49 because there have been a lot of comments made today saying that we sent a letter and did xyz and he thinks it needs to be clarified in this meeting today and put on record that whatever we did and didn't do. Mr. Rogers said yes, just a couple of things. The scope of work, additional work has been reviewed and approved by DOTD. Mr. Rogers wasn't sure who said it hadn't been approved. The additional funding for this has been requested and has been allocated through DOTD and the Division of Administration. They are pulling some funds from the one hundred million dollars and the allocation has been made. In terms of defining a historic district, the comment was made however a new district has not been defined, that is correct. However, through this process we have been told over and over again from SHPO and other federal partners, that if something has been deemed potentially historic that it needs to be treated as such in the NEPA process. This has also come to play with the Jimmie Davis project having to do with historic and potential historic things. If it's listed as potential, you must treat it as if it is. Regardless of whether it has been designated that way or not. Same thing has happened with the Jimmie Davis Bridge and that is part of the issue with converting the existing bridge into some sort of bike/ped facility or something with it because it is a potentially historic structure, we can't just tear it down and move forward.

In terms of the new alignment, it grew out of a series of reviews and meetings in the Section 106 Process. Mr. Rogers stated that it was not simply Providence or NLCOG walking in and saying we need to look at this. It's very unfortunate that some of this cultural stuff is not a more open public process. That's not me, it's NEPA. That's the Federal Government. That's SHPO. That has nothing to do with NLCOG or Providence in terms of how those are open or how that process is open. They have seen multiple maps, multiple venerations in looks of and in terms of how many structures, how many parcels of property with various things on each. Mr. Rogers stated that the 106 consulting parties reviewed these alignments and the effects, it was determined and suggested to look at a

different alternative for one of those routes alternative 3. That is where 3a came into play. Part of the problem is that we all know this thing is going to end up in court at the end of the day. If something like that comes up through this process, regardless if it's a route, how you're crossing a stream or how a building you're impacting, there are a lot of other things in there and if we do not evaluate it, the first thing the judge is going to say is that he understands that came up through the process and you did not do this. Go back and do it. Mr. Rogers said we are trying to avoid as much of that as possible up front.

Comments were made at a previous meeting and one of the DOTD officials stated that I-10 in Baton Rouge, I-10 in Lake Charles and I-49 in Lafayette are all within their current environmental process and are 25 years into this. Mr. Rogers states that the formal environmental part of this didn't start until 2011. Lafayette had a ROD and they are back into the process. We don't have a ROD yet and there hasn't been a formal determination of a preferred alignment through federal highways in concurrence with the DOTD, SHPO, all the multiple federal agencies and all the other associated groups a part of that NEPA process. We do have what we call a local preferable alternative, which is alternative 1. Yes, that was voted on several years ago and yes, that's the alignment that the MPO and the Board have stood behind since that time frame, but yes you still have to follow that NEPA process. Mr. Rogers said that if the study steps out of bounds or if Providence steps out of bounds or it does not follow that NEPA process, again, you know we'll end up in court and the first thing the judge will say is we didn't follow the NEPA process. What can go to court is the process not the results and not the answer. If you don't like the answer that's too bad, but what could be evaluated or what could be looked at in that judicial process is the process. Did you follow the process or not? Did you leave something out? Did you not address something? Did you address something wrong? And we have tried over and over to make sure we are crossing our T's, dotting our I's the entire way through the process to make sure that when it does end up in court that what we've done is right. Regardless of what that answer is we have done it the right way.

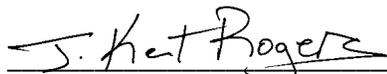
Mr. Washington thanked Mr. Rogers for his comments. Mr. Patrick Harrison asked if he could make a public comment based on the change in the agenda they had made for the board meeting in regards to the I-49 project since that is what he came here to comment about. Mr. Washington stated that he asked Mr. Rogers to make a comment in regards to the MPO's position on these items. Federal Highway is here and we've heard a lot of comments from the public and I wanted to make sure from the boards perspective that it was on record for what the board has done and not done and if you have any comments we'll let you address those in the next meeting which will start in about five minutes after this meeting and you're welcome to share those comments there. Mr. Washington stated that the only reason he asked for clarification is because Federal Highway is visiting here today and he didn't want something out that the MPO was doing something in a different manner than what was already online or had been provided which is his perspective.

Announcements

Mr. Washington reminded everyone of the next upcoming MPO meeting on Friday, April 21, 2023.

Adjourn

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



J. Kent Rogers, Secretary



Metropolitan Planning Organization Transportation Policy Committee

April 21, 2023- 9:00 am 625 Texas Street, Shreveport, LA 71101

AGENDA

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

ITEMS FOR CONSIDERATION

1. Approval of Minutes

[Approval of Minutes from March 31, 2023](#)

2. Transportation Improvement Program (TIP)

[Update and amendments](#)

3. Unified Planning Work Program for Fiscal Year 2024 (July 1, 2023 – June 30, 2024)

[FY 2024 Unified Planning Work Program Introduction for Public Comment](#)

4. Metropolitan Transportation Plan (MTP)

[NLCOG'S 4-YEAR INFRASTRUCTURE CONDITION \(PM2\) AND SYSTEM RELIABILITY \(PM3\) TARGETS
Introduction for Public Comment](#)

PROJECT UPDATES

5. Louisiana Watershed Initiative

[Round Two Project Funding and Assessment](#)

ANNOUNCEMENTS

6. MPO will be meeting on Friday May 12, 2023

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, April 21, 2023 (9:00 AM) NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Steven Brown – DeSoto Parish
Dr. Woodrow Wilson – Caddo Parish
Mr. David North – LADOTD District 04
Mr. Dinero' Washington – SporTran
Mr. Bruce Blanton – Webster Parish
Mr. Butch Ford – Bossier Parish
Mr. Alan Clarke – MPC City of Shreveport
Mr. Eric England – Port of Caddo-Bossier

Members Absent

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tom Arceneaux – City of Shreveport (Represented by Mr. Washington, but not in a voting capacity)
Mayor Tommy Chandler – City of Bossier City (Represented by Ms. Amanda Nottingham, but not in a voting capacity)

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Rita Barnette – NLCOG
Dr. Shelly Barrett – NLCOG
Mr. Josh Chevalier – NLCOG Legal Council
Ms. Heidi Stewart – NLCOG

Call to Order

Mr. Clarke called the meeting to order. Mr. Rogers then began a roll call. A quorum was present.

Public Comments

Mr. Clarke stated there were public comment requests. He reminded them of the three-minute time maximum.

Mr. John Perkins stated that about a decade ago, during the Ollie Tyler operation, they were waiting at City Hall to see what the most favorite route was going to be. Mr. Perkins said that Ms. Oriole drove in from Baton Rouge and said that she had just heard from FHWA that all the interior routes were 4F, so it was back to the drawing board. He stated that he was waiting in the foyer with Mr. Rogers on that day, waiting for the rain to break so they could get in their cars, and he asked him how long this process is. Mr. Perkins stated it was three years for property acquisitions, engineering, RFP's and he asked Mr. Rogers if it went pretty quickly, how soon he could get the highway to a ribbon cutting? Mr. Perkins remembers Mr. Rogers thinking long and hard and replying that if it went pretty smoothly, 17 years. Mr. Perkins says that he's driving to Texarkana today and he'll loop around on 49 to get North of Texarkana where the highway terminates and so under this pressure as if we're stopping progress, Mr. Perkins asks do we know if 49 will ever be completed? He asks is there a timeline so he can get to Fort Smith on I-49 and beyond? He asks for an update so that they can see everything as it comes together for I-49.

Senator Barrow Peacock stated he was there representing district 37 and wanted to reiterate support for I-49 and the Inner-City connector and felt that that was important to have that noted at every meeting. Senator Peacock said when discussed last month about the contract with Providence that in January they said it would be four months and the agreement that the board received last month and were considering approving, item 6.0 – Project Manager – it states that the internal team progress meetings for four months so he's assuming they should know something in May with the relevance for 4A given that it's funding is properly there. Senator Peacock wanted to reiterate again the support for I-49 and states that this is the time in our state and our country where's there a lot of funding available and by holding this up it ties their hands. He stated it's very important for them to help with additional funding.

Patrick Harrison stated he was there to continue support for the I-49 Inner-City Connector. One thing he did notice is that there wasn't anything on the agenda for the I-49 project and feels that this is something that they should get a monthly update on. Especially since the request of two hundred fifty thousand dollars from Providence for additional funding to continue on with another route 3a. He requests that it's on the agenda every month until this project is completed.

Jimmy Gosslee thanked the board for allowing them to come to the meetings to discuss I-49. Mr. Gosslee states that as an owner of a real estate company in north Louisiana and having been a member of the Shreveport/Bossier Board of Realtors for the last forty-seven years, he says he does know economic development. He would like to see this I-49 extender now and not wait any longer than they absolutely have to. Mr. Gosslee says he knows that it will make a difference in economic development to everyone in Shreveport/Bossier and wants to ask for their approval as soon as possible.

Chip Layton stated that he was there on behalf of Congressman Mike Johnson. Mr. Layton read a statement provided by the Congressman (see attached comments).

Mr. Rogers wanted to make a couple of comments regarding the questions and comments made the last meeting and subsequent comments received through emails from various different folks including himself, his staff, DOTD, SHPO's office, Providence and several other parties along with legal counsel, have been working to put together a formal response for all those questions and comments request. Mr. Rogers stated it will be forthcoming and is being reviewed by several of those agencies. He also wanted to let everyone know that Secretary Kalivoda will be at the next meeting and will also address many of these questions, comments and concerns involved with the project.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the March 31, 2023, meeting. Mr. Washington motioned, and Mr. Brown seconded to approve the minutes as provided. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026 – Update w/DOTD Amendment for Adoption

Mr. Rogers directed the board to their packets and pointed out that the only item they had to the TIP update at this time, and it was an amendment for adoption for Jimmie Davis bridge (LA 511). Mr. Rogers stated we had an amendment for introduction for public comment at the last meeting and received no public comments. It puts into place the two different funding sources, consolidates the state funding source into state cash, and the other is from various Covid related funding sources. Mr. Rogers stated that DOTD has selected the firm of James Construction Group. He stated that it has not been formally awarded yet.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion to approve the update with DOTD Amendment for Adoption for the Transportation Improvement Program FY 2023-2026, Dr. Wilson motioned, and Mr. Washington seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Unified Planning Work Program for Fiscal Year 2024 – Work Program Tasks FY2024 – Introduction for Public Comment

Mr. Rogers stated the last meeting held on March 31, 2023, they went over various task items as FHWA has them and he reviewed them briefly with board again. He stated the full draft document was forwarded to them that follows those items that were introduced at the last meeting. Mr. Rogers said there were two main things under Task B-4, Livability, Sustainability, and Resiliency, that he wanted to highlight for this coming fiscal year. One is the Regional Active Transportation Plan. He said that we had originally been working with Bossier, the city and parish, initially to do a Bossier bike/ped plan. Through conversations with the city engineering office and parish, with Caddo and Shreveport there was a plan adopted roughly seven/eight years ago. They would like to do an update with that so it will all be combined for a regional application grant. Mr. Rogers stated the other one is that there are two program categories that have come out of the IJAA, PROTECT and Carbon Reduction Funding. He emphasizes that to take advantage of those they're going to need to develop some project selection criteria and process for those. Mr. Rogers said with the Carbon Reduction Funding they will have, like the other Urban Area funds, some direct allocations to the area. It's not a whole lot over the timeframe, but it's some. The PROTECT program, there's not a direct allocation that will come to us, but we're still required to develop selection procedures for projects that will be in our region. Mr. Rogers said that again, this will be an introduction for public comment.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion to approve the Unified Planning Work Program for Fiscal Year 2024 – Work Program Tasks – Introduction for Public Comment, Dr. Wilson motioned, and Mr. England seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

4. Metropolitan Transportation Plan (MTP) – NLCOG’s 4-YEAR INFRASTRUCTURE CONDITION (PM2) AND SYSTEM RELIABILITY (PM3) TARGETS – Introduction for Public Comment

Mr. Rogers asked Mr. Petro to go over target measures with the members. Mr. Petro wanted to start by saying that this is an introduction to amend their long-range transportation plan. He stated that they’ve gone through a similar exercise like this before for the safety and transit performance measures targets. Mr. Petro said they’re going through a similar situation with their infrastructure condition or facility condition and system reliability performance measures that they’re required to update and approve. Mr. Petro explained that our federal partner, U.S. Dept of Transportation, put into place policies and statutes that require more of a performance base planning type of approach. Mr. Petro states that it’s basically saying that they wanted more performance, quantifiable, and an objective type of evaluation in the transportation investment decision making process as opposed to minimizing the amount of subjective external influences of the transportation decision making process. He says they developed national goals which are listed in their packets under the CFR’s and the two they are introducing today are the PM2 and the PM3. Mr. Petro stated the PM2 has four performance measures for pavement conditions and two for bridge condition. The system reliability is a travel time base and it measures the level of congestion on your system based upon travel time. For the PM3 measures, there’s three of those. Mr. Petro said that this is why these targets between LADOTD and NLCOG are set for performance measures. LADOTD submitted two- and four-year targets to FHWA on December 16, 2022, for the PM2 and PM3 and as an MPO, one hundred eighty days after their submittal, we are required to submit our targets for these measures. Mr. Petro states that since the amount of locally owned and operated NHS is negligible compared to State owned NHS mileage, it is in NLCOG’s best interest to support LADOTD Targets pertaining to PM2 and PM3 performance measures. Mr. Rogers noted on the pavement conditions and the issues with that, DOTD has a huge contract ready to go for I-20 that will take care of a lot of the issues along there and the targets set for that will be met pretty quickly.

Mr. Clarke asked if there were any further questions. Having none, Mr. Clarke entertained a motion to Introduce for Public Comment NLCOG’s 4-YEAR INFRASTRUCTURE CONDITION (PM2) AND SYSTEM RELIABILITY (PM3) TARGETS, Dr. Wilson motioned, and Mr. Washington seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

Project Updates

1. Louisiana Watershed Initiative – Round Two Project Funding and Assessment

Mr. Rogers stated that he was going to let Ms. Stewart speak on this and that this was mostly about the Regional Watershed Initiative round two funding and some legislative material to go along with this. Ms. Stewart stated that we all know that round two is currently open and these are federal dollars that were

awarded to the state from the 2016 floods. She said in round one we had projects in Shreveport, Haughton and Natchitoches and we'd like to see a lot more projects from our region in round two. Ms. Stewart said that currently the pre-application period is open until May 1, 2023, and that is going to be extended, but it has not been announced. Technical support will be available to anyone that needs assistance with the pre-application. The pre-application does not require DCA or any hydraulic modeling, this will be later in the process. Ms. Stewart would like to encourage everyone, if they have any projects or questions for her, to let's get some projects moving. Mr. Ford asked how many projects we had submitted today. Ms. Stewart stated she was unsure, but she's spoken with several towns and parishes, and they are intending to apply, but not sure if they have done so yet. Ms. Stewart had some legislative information for the group, SB 42 – which establishes the Watershed Management Council to develop, implement, and manage the Louisiana Watershed Initiative. It previously was operated under a governor's directive, and this was heard by the Senate Transportation Committee on Wednesday, April 19, 2023. It was approved then moved to the floor. Also, SB 102 – establishes the Acadiana Watershed District, provides for its purpose, and defines its geographic boundaries. Ms. Stewart said that it doesn't contradict SB 42, and that was also heard by the committee on Wednesday, then moved to the Senate floor. She said that last year there was a bill that established the Amite River Basin as a ninth region. Mr. Rogers stated that through the Watershed groups, the regional groups, ultimately would be recommended to constitute their boards similar to the Acadiana Region, which is Region five. Ultimately, he thinks all regions will be done through legislation not just through the Watershed Management Council. Mr. Rogers says they're still working through some of the issues with the SB 42 outlines and the basics for some of the regions. He feels that the reasoning and rationale behind the Acadiana area is because they were so much further along through this process than other areas due to other circumstances. Mr. Brown asked what the latest deadline for the pre-application period was. Ms. Stewart said that officially it's May 1, 2023, but unofficially it will be after that. She said they have scheduled the technical assistance and booked rooms for Bossier City on May 1, 2023, and Natchitoches on May 2, 2023, and you can apply to get technical assistance as soon as it's announced.

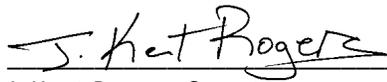
Mr. Clarke asked if there were any other comments or concerns. He wanted to thank each and every person that came to the meeting and got involved and encouraged everyone to continue to be involved in the process of this committee. Dr. Wilson conquered with one of the suggestions made earlier that morning about I-49 and it being on the agenda at all times until its completion to be able to keep the public up to date. Dr. Wilson also requested that because of Dr. Kalivoda's visit for the next meeting on May 12, 2023, he requests that meeting be held at the Port due to the fact they will have a large turnout for that meeting. Mr. England agreed with Dr. Wilson in having regular updates on I-49 and said they would be glad to host the meeting at the Port. Mr. Clarke said that he feels that having the I-49 updates on the agenda for every meeting will help keep the citizens involved in the process so they will know what's happening in their part of the city because they're the ones that live there and we don't know exactly how they feel and it's important they are aware of what's happening. Dr. Wilson stated that the next meeting, May 12, 2023, would be his last meeting with the group. He stated that the Caddo Parish Commission has elected Ms. Erica Bryant to replace him upon his retirement. Dr. Wilson said that Ms. Bryant is well capable and qualified. He stated that it's been a pleasure serving the last seventeen years on the board with all members and he'll have more comments during his last meeting.

Announcements

Mr. Clarke reminded everyone of the next upcoming MPO meeting on Friday, May 12, 2023.

Adjourn

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

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive style with a horizontal line extending from the end of the name.

J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

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

Please print:

Date: 4-21-23

Name: John Perking

Address: _____

E-mail: _____

Phone: () _____

I am representing: myself business organization

Name of business / organization: _____

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

I 419

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: April 21, 2025

Name: Barrad Pearce

Address: _____

E-mail: _____

Phone: () _____

I am representing: myself business organization

Name of business / organization: SD 37

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

I-49

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

Comments relative to any issues that are in active litigation will not be heard in this meeting.

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

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

PUBLIC COMMENT CARD

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

Please print:

Date: 4-21-23

Name: Patrick Harrison

Address: P.O. Box 7216

E-mail: pharrison@vcsteel.com

Phone: (318) 218-9008

I am representing: myself business organization

Name of business / organization: G/100, Chamber + MMC

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

F-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: April 21, 2022

Name: Jimmy Gosslee

Address: 8805 LINE AVE

E-mail: J.gosslee@cb.gosslee.com

Phone: (318) 218 6758

I am representing: myself business organization

Name of business / organization: Baldwell Banker Justice

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

49 minutes

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: 4-21-23

Name: CHIP LAYTON

Address: 2250 HOSPITAL DRIVE

E-mail: chip.layton@mail.house.gov

Phone: (318) 840 0309

I am representing: myself business organization

Name of business / organization: Congressman Mike Johnson

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

Encouragement to complete 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.

GOOD MORNING

I AM CHIP LAYTON & AM SPEAKING ON BEHALF
OF CONGRESSMAN MIKE JOHNSON

I-49 ICC Remarks

- The I-49 Inner-City Connector remains a top priority for Congressman Johnson. It has long been understood by the community in Northwest Louisiana that this project is vital to the sustainability and advancement of the entire region and the country ~~with~~ ^{at} large.
- The Congressman has been frustrated with the lack of advancement of this project for years, and ~~by any objective measure~~ ^{objectively} the environmental review process for the ICC has been an outlier among other projects in this area and across the state.
- ^{Deadlines} ~~Deadline~~ after ~~deadline~~ for the completion of an environmental impact statement has come and gone, and the ICC severely lags behind other projects under consideration in other parts of the country.
- ~~For example~~, from 2010-2017, the national average of the time it took a Federal Highways Administration project to produce a draft EIS was approximately 4.5 years. *Over ten years has now passed* from the time the ICC project formally began in 2012, and our community is still waiting.
- In the meantime, the people of Northwest Louisiana are missing out on millions of dollars in economic impact and quality of life improvements.
- Since his first days in office, the Congressman has engaged with the community, NLCOG, DOTD, the Federal Highways Administration, the Governor's office, and countless other stakeholders on this project.
- He remains committed to assisting in the completion of the ICC in any way that he can, and he continues to urge the relevant officials to complete the environmental review process as quickly as possible so the citizens of Northwest

LOUISIANA
CAN ENJOY THE COUNTLESS BENEFITS
THIS PROJECT WILL BRING

I-49 ICC Remarks

- The I-49 Inner-City Connector remains a top priority for Congressman Johnson. It has long been understood by the community in Northwest Louisiana that this project is vital to the sustainability and advancement of the entire region and the country writ large.
- The Congressman has been frustrated with the lack of advancement of this project for years, and by any objective measure, the environmental review process for the ICC has been an outlier among other projects in this area and across the state.
- Deadline after deadline for the completion of an environmental impact statement has come and gone, and the ICC severely lags behind other projects under consideration in other parts of the country.
- For example, from 2010-2017, the national average of the time it took a Federal Highways Administration project to produce a draft EIS was approximately 4.5 years. *Over ten years has now passed* from the time the ICC project formally began in 2012, and our community is still waiting.
- In the meantime, the people of Northwest Louisiana are missing out on millions of dollars in economic impact and quality of life improvements.
- Since his first days in office, the Congressman has engaged with the community, NLCOG, DOTD, the Federal Highways Administration, the Governor's office, and countless other stakeholders on this project.
- He remains committed to assisting in the completion of the ICC in any way that he can, and he continues to urge the relevant officials to complete the environmental review process as quickly as possible so the citizens of Northwest Louisiana can enjoy the countless benefits this project will bring.



Metropolitan Planning Organization Transportation Policy Committee

May 12, 2023- 9:00 am

This meeting will be held at the Regional Commerce Center at the Port of Caddo Bossier
6000 Doug Attaway Blvd, Shreveport, LA 71115

ZOOM Audio Streaming
Phone: **309-205-3325**
Meeting ID: **868 8024 6964**
Passcode: **770615**

AGENDA

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

On agenda items with the exception of the I-49 Inner City Connector

ITEMS FOR CONSIDERATION

1. Approval of Minutes

[Approval of Minutes from April 21, 2023](#)

2. Transportation Improvement Program (TIP)

Update and amendments – None at this time.

3. Unified Planning Work Program for Fiscal Year 2024 (July 1, 2023 – June 30, 2024)

[FY 2024 Unified Planning Work Program Adoption](#)

4. Metropolitan Transportation Plan (MTP)

[NLCOG'S 4-YEAR INFRASTRUCTURE CONDITION \(PM2\) AND SYSTEM RELIABILITY \(PM3\) TARGETS Adoption](#)

PROJECT UPDATES

5. I-49 Inner City Connector

Presentation and Update by Dr. Eric Kalivoda – Secretary LaDOTD
Public Comments

ANNOUNCEMENTS

6. MPO will be meeting on Friday June 23, 2023

[Schedule of meetings](#)

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, May 12, 2023 (9:00 AM) NLCOG

Regional Commerce Center at the Port of Caddo Bossier
6000 Doug Attaway Blvd.
Shreveport, LA 71115

Members Present

Mr. Steven Brown – DeSoto Parish
Dr. Woodrow Wilson– Caddo Parish
Mr. David North – LADOTD District 04
Mr. Butch Ford – Bossier Parish
Mr. Alan Clarke – MPC City of Shreveport
Mr. Eric England – Port of Caddo-Bossier
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tom Arceneaux – City of Shreveport
Mayor Tommy Chandler – City of Bossier City
Mr. Dinero' Washington – SporTran

Members Absent

Mr. Bruce Blanton – Webster Parish

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Dr. Shelly Barrett - NLCOG
Ms. Rita Arnold – NLCOG
Ms. Heidi Stewart – NLCOG
Mr. Adam Driskill - NLCOG
Mr. Josh Chevallier – NLCOG Legal Council
Dr. Eric Kalivoda – DOTD Secretary
Ms. Erica Bryant – Caddo Parish
Mr. Michael Norton – DeSoto Parish
Ms. Laura Phillips – FHWA – Zoom Audio

Call to Order

Mrs. Askew-Brown called the meeting to order. Mr. Rogers then began a roll call. A quorum was present.

Mr. England wanted to address the public and board in regards to the safety protocol for the Port. He directed everyone as to where the emergency exits were and where the first aid kits were located. Mr. England also gave instructions as to what to do if certain emergencies were to occur.

Mr. Chevallier wanted to address the public especially since he knew that a lot of people there weren't regulars for the NLCOG MPO meetings. He explained that today we were handling our public comments a little different than we typically do. Mr. Chevallier stated that if anyone had any public comments with respect to anything on the agenda today, please make sure they filled out a public comment card and turn it in. He said that with respect as to how they'll handle public comments that they'll take public comments on agenda items 1 through 4 at the front of the meeting. Mr. Chevallier stated that they'll take public comments on agenda item 5, the I-49 Inner City Connector Update, following the presentation of Dr. Kalivoda. He said that anyone that had comments other than I-49 could come up and address the board now and they would hold the rest until they get to item number 5.

Public Comments

Mrs. Askew-Brown stated there were no public comment requests other than the I-49 Inner City Connector.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the April 21, 2023, meeting. Dr. Wilson motioned, and Mayor Chandler seconded to approve the minutes as provided. Mrs. Askew-Brown called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026 – Update w/DOTD Amendment for Adoption

Mr. Rogers stated that we had no amendments or modifications at this time.

3. Unified Planning Work Program for Fiscal Year 2024 – Work Program Tasks FY2024 – Adoption

Mr. Rogers stated that they have seen the Task Items in the Work Program and full presentations at the previous meeting. He said that it's been out for public comment and have received no comments as of this morning and the public comment period actually closed yesterday. Mr. Rogers said again quickly that the tasks were broken up into several categories; the traditional planning programs, Regional Data Development and Information Technology, Operations and Management, Regional Safety Planning and Special Projects. Also included within the work program is a basic outline of the budget income and expenses. Mr. Rogers stated that the actual budget program is approved by the board, but the task items are associated with the budget so we provide that with the work program. And again, we have received no public comments from anyone.

Mrs. Askew-Brown asked if there were any further questions. Having none, Mrs. Askew-Brown entertained a motion to Adopt the Unified Planning Work Program for Fiscal Year 2024 – Work Program Tasks, Mr. England motioned, and Dr. Wilson seconded. Mrs. Askew-Brown called for questions or comments. Having none, the chair called for a vote and the motion passed.

4. Metropolitan Transportation Plan (MTP) – NLCOG’s 4-YEAR INFRASTRUCTURE CONDITION (PM2) AND SYSTEM RELIABILITY (PM3) TARGETS – Adoption

Mr. Rogers stated these performance measures were introduced at the last meeting. He further stated there are a series of performance measures including the safety measures and the public transportation and the transit safety measures have previously been approved. This set is with PM2 and PM3 which pertain to pavement and bridge condition and the system reliability. Mr. Rogers stated that Mr. Petro went through process for development of these measures at the previous meeting. Mr. Rogers said that these were introduced at the last meeting and put out for public comment, but none have been received.

Mrs. Askew-Brown asked if there were any further questions. Having none, Mrs. Askew-Brown entertained a motion to Adopt the 4-YEAR INFRASTRUCTURE CONDITION (PM2) AND SYSTEM RELIABILITY (PM3) TARGETS, Mr. Washington motioned, and Mr. England seconded. Mrs. Askew-Brown called for questions or comments. Having none, the chair called for a vote and the motion passed.

Project Updates

1. I-49 Inner City Connector – Presentation by Dr. Eric Kalivoda – DOTD Secretary

Mr. Rogers stated the next thing on the agenda was the I-49 Inner City Connector with Dr. Kalivoda and asked that Senator Peacock make some introductory comments.

Senator Peacock wanted to thank Dr. Kalivoda for coming today and giving his presentation. Senator Peacock said that Dr. Kalivoda is a straight shooter and extremely busy, even in the transportation setting, he knows this state and he knows the needs and he wants to see them do the right thing. Not only for them here, but across the state. Senator Peacock stated to Dr. Kalivoda that they are frustrated within this community, and they want to have accountability and know what’s going on. They don’t know if the delays are because of NLCOG, local government, DOTD, Federal Highway, or the Lt. Governor’s office of SHPO. He said there’s always been the issue of them pointing at each other and they want that accountability and their questions answered and he knows that’s why he’s here. Senator Peacock wanted to let Dr. Kalivoda know they appreciated him being there today.

Dr. Kalivoda started off by saying good morning to everyone and introduced himself as the Secretary of DOTD. He stated he was going to walk them through the presentation he had prepared for this project and followed his slides by starting off with a little history. Dr. Kalivoda spoke about the project status next including Alternative 3a. He then spoke on the next topic from his presentation which was “Where do we go from here.” Dr. Kalivoda moved on to the next slides which covered the Project Schedule. He ended with closing comments and stated that he wanted to reiterate something that Mr. Rogers and himself have been talking about for a long time. Dr. Kalivoda said that it is for the Inner-City Alternative, the intent has always been to work with local officials and citizens to use the project as a catalyst for community revitalization. He

stated that he spent a day and half driving around the area and he took in a lot of information mentally and he has a lot of ideas, that the area is in pretty bad shape and will need a lot of investment. Please see attached copy of Dr. Kalivoda's slide presentation for further details.

Mrs. Askew-Brown wanted to remind the public of the three-minute time limit for comments. Mrs. Askew-Brown asked if there were any comments from the board before they began with the public comments. Mayor Arceneaux stated that he was quite new to this process, and he has great respect for Dr. Kalivoda. He said that Dr. Kalivoda and himself had spoken some weeks ago about this and he had expressed his frustration to him with the process. He had received at one point that there had not been any objection or information from SHPO and Dr. Kalivoda assured him that was not the case. At that point, Mayor Arceneaux had asked for the letters that Dr. Kalivoda had mentioned, which he did not receive until last night. Mayor Arceneaux stated that the first letter he received that seemed to have the most substance to it is dated June 7, 2019. The second letter is dated the eighth of October 2021 and it doesn't seem to have as much impact, but he may be misreading it. Mayor Arceneaux guesses his question is if the objection to the interest was first expressed on June 7, 2019, which is four years ago, why are we just now looking at Alternative 3a? Dr. Kalivoda said that would say that that the June 7th letter he probably saw had a number of portions redacted and that's because it deals with the archeological issues, and they do not release those publicly because people tend to go covert so that has to be redacted out of the letter. He said what is in that letter is that number one it talks about the St. Paul's Bottoms does not meet the eligibility requirements anymore for a National Historic District designation and that should have been due to way down on H2. Mayor Arceneaux said he saw that. Dr. Kalivoda said that that's an indication because the loss of density, structures due to decay, fires and what have you, that's one issue. The second issue was on the third page, and it talks about eligibility of Allendale as a National Historic District. Those inventories, he did not believe, were completed at the time. He did believe it recommended further inventories of structures which took an awful long time and then Federal Highway had to review all that which took a considerable amount of time. That is why we are why we are. Dr. Kalivoda said they spent time trying to come up with a different alternative and that's how they came up with Alternative 3a. Mayor Arceneaux said that as he reads the June 19th letter it pretty much endorses Alternative 5 and doesn't talk about 3a and it really discusses Alternatives 1 and 2 then it says we really ought to pursue Alternative 5. He was really hoping to have more time to review this than he did, but as he rebutted, that's what it seems to him. Dr. Kalivoda said it does, but to keep in mind that that's written only from the perspective on the impacts on explored structures. Alternative 5 has impacts for recreational properties which it also makes it a 4F property and the Federal Highway Administration has indicated to them in writing that Cross Lake is a recreational area and is a 4F property so that does not account for that. He stated we often run into those kinds of issues and for an example, the Core of Engineers, their mission is wetlands so base their opinions only on wetlands. And so, when you're dealing with historic properties, there are no historic properties along Alternative 5 that would be an impact on the project, but there is a recreational area which makes it a 4F property which means you need to try and come up with some way to minimize the impact that would impact that property. Mayor Arceneaux stated that his frustration is if this has been an issue for four years that it's just frustrating that it's causing another year and a half delay from moving farther with this project. Dr. Kalivoda stated that he didn't believe that they had undertaken all the inventory of the structures that needed to be undertaken at that time and that it did take several years to do that. He wanted to point out that 3a eliminates the impact to the recreation area all together and minimizes the impact to historic structures, Allendale and even what's left of St. Paul's Bottoms.

Dr. Wilson stated that based on Dr. Kalivoda's schedule going through 2024, he asked if everything was approved would it not get started till 2025? Dr. Kalivoda said that is correct. Dr. Wilson asked if we were in danger of losing the money the state set aside for this project? Dr. Kalivoda stated that it's been dedicated

in state law without an expiration date. He said that there's been one hundred million dollars that has been set aside from the BP settlement funds for I-49 North and that's been dedicated and never expires for this particular project. In addition to that, the vehicle sales tax legislation, which transfers eventually sixty percent of the vehicle sales tax for new and used vehicles, it transfers that to transportation uses with forty million dollars per year coming to I-49 North in perpetuity. There's a revenue stream there and it can be bonded. That begins flowing next fiscal year starting July 1, 2023. Dr. Kalivoda said that thirty percent will be dedicated to transportation, and at the end of the following year 2024-2025, sixty percent goes to transportation. Next year there will not be enough money generated for each big project to get the forty million so they'll get around thirty-one million, but again starting 2024-2025 it will be forty million per year for perpetual money stream. He said that the legislature can do whatever they want to do, but there is no expiration date in the state law on any of that money. It will accumulate in that account and it is available for preconstruction or construction. Dr. Kalivoda also believes that if one of the Inner-City Alternatives is selected as a preferred alternative, that money could be used for the mitigation, part of the community revitalization and that has always been their intent. Dr. Wilson asked if there was any federal money dedicated in the infrastructure build for this project? Dr. Kalivoda stated maybe, but there could be various programs that are grandfathered in to be available, but they also need a preferred alternative and environmental documents before they can actually apply for a grant.

Mr. Washington thanked Dr. Kalivoda for being there today and stated it's been a pleasure working with him. He said that one of the questions that has been posed to the board is about the 3a Alternative. Mr. Washington asked who brought that about, Dr. Kalivoda's office, SHPO, FHWA, NLCOG and why was it brought up? He said it took several years to get that point, but when did they get to that point and when were they notified of this additional option? Dr. Kalivoda stated he thinks they got to that point last fall and it was presented to them early this year. He said the reason they got to this point was to address the 4F property issue and he was apart of that so if anyone wants to blame anyone to blame him. Dr. Kalivoda said that he's been in this business a long time and he has some thick skin. If you're wanting someone to attack then attack him. He stated that he worked on it with NLCOG and along with the consultants as well and so that's how they came up with 3a. Dr. Kalivoda stated they may get offers promised and it does lessen the impacts and he realizes that there's some concern about other historical facilities and he will point out that what you see on I-20, they won't build something that looks like that. They do things that are a lot less impactful to the community such as more esthetic, less noise and he thinks they can do a good job regardless of which alternative is selected.

Mr. Rogers wanted to clarify a couple of the questions from Mayor Arceneaux and Mr. Washington. He stated to Mayor Arceneaux that in that letter he could see where SHPO did ask that there needed to be further investigation on these alignments and that's what that time frame was. He knows they brought it back to board several times because there were a couple thousand more properties and what not that they had to investigate between that time frame and that's what took up that time frame between the two. To comment on the line that is drawn for 3a, the recommendation for that came out of the 106 Process and the 106 meeting in which not just NLCOG, DOTD and Providence, there were members of the public and SHPO involved in that process along with several other federal agencies involved in that process and they were told they needed to figure something out from here. They didn't say here's the line, it was you need to figure something out. Mr. Rogers stated yes that line was drawn from recommendations of the agencies, but more or less the mandate to figure it out was given through that process.

Dr. Wilson asked Mr. Rogers if this negates the fact that they had already voted on the preferred route years ago and now it's not on the table? Mr. Rogers said the only route that is not on the table is Alternative 4 and it has been totally eliminated from the process. Dr. Wilson asked when the board had voted on the

preferred route. Mr. Rogers stated that the board had voted on Alternative 1 in 2017 and that it would be the MPO's locally preferred alternative. Mr. Rogers showed the slide for the alternatives routes and explained them.

Mrs. Askew-Brown stated that they were now moving on to public comments. She wanted to remind everyone to come up to the podium.

Patrick Harrison started off by saying good morning and thanking Dr. Kalivoda for coming up to Shreveport. The one point he wanted to try to make is that they've seen the timeline with the schedules he presented to them probably at least five to seven times starting with the meeting they had when Sherri LaBas came to Shreveport back in 2015 and gave a very similar timeline. Mr. Harrison stated at that point it was explained to them that several things needed to happen along with the public hearings and public meetings. Back in 2016 they had gotten to a point where they had five alternative routes. They did the public hearings, which is near the end of the stage, and those public hearings resulted with about ninety-four percent positive support towards the most direct route through the city for route one. He said they actually had a meeting down at DOTD, if you recall, where a very similar outline was presented and that was several years ago. In 2016 when that meeting happened they were on the exact same timeline as this and this project was about over with. Mr. Harrison says he doesn't understand how they've gone from this whole process which is six years ago, to now talking about a build alternative again. His question is why can't they draw 3b and 3c and 3d and just keep doing this for the next forty-five years to just delay the project? He asked when does it end and stop? And why are we now trying to find as many alternatives as we possibly can? Mr. Harrison said we could be one and done. His last point is that Lt. Governor Nungesser came to Shreveport with staff from SHPO office and representatives from DOTD and Federal Highways also, and they had a meeting like this as well. He stated from SHPO's perspective they reiterated that a) Allendale is not a historic district b) Any neighborhood could be potentially a historical district and there's no application for a historical district with Allendale so why do they have to follow that of something that could be potential. Mr. Harrison asked why do we have to deviate from that process. He stated his last comment was how certain are we on this because they've been told this as a community so many times on this outline and the process of getting this done. He said that every day this goes by the community is losing and many businesses have to go around the city of Shreveport wasting fuel, gas, trucks, wear and tear and it's really causing an economic loss to our community by not having it.

Dorothy Wiley says she is a resident of Allendale and she hears a lot of talk about how it's dilapidated and she is also there representing some of the homeowners that work during the hours that the meetings are held. Please see Ms. Wiley's attached comment for further information.

Fred Kent says that this is the most important thing that Shreveport can do, and he'll address efficiency and sympathy. He stated we need to make a decision. He says that if a hazardous truck flipped into our waterway no one would have drinking water. Mr. Kent said we need to look into the true alternatives. That ninety-four percent of the people have already voiced their opinion for Alternative 1, and he's driven through Allendale and it's not what it used to be, but at the same time he thinks it's going to be just like the St. Paul's district where it's just going to continue to deteriorate and there won't be anything left in Allendale. Mr. Kent says that there are things they need to do for everyone of these communities and actually lift Shreveport up to where it can actually have an economic opportunity that pays that forward, but when he looks at the five alternatives, we have spent over a decade restructuring them and it's time to make a decision. He knows with anything, he went to school at LSU in the 1970's, and he made a bet with his dad and his dad said that it's not going to be finished in his lifetime. Mr. Kent says his dad is 94 about to be 95 and he thinks he's going to win the bet. He says it's time to act. He stated that if someone in North Shreveport had a medical emergency and was driving to the LSU medical center, they'd have to get off of

that highway and start meandering to try to get to the emergency center. Mr. Kent says we have to look at what's right for all citizens of Shreveport. He said if we had built this waterway and stopped right there in the middle that people would have to get off the barges and truck it for a couple of miles, and no one would use that. Shreveport is actually a great place. He's asking for efficiency, productivity and future things. Mr. Kent says he's already thinking of an I-69 connector and we could use this to make Shreveport a better place for everyone.

John Perkins thanked Dr. Kalivoda for coming to Shreveport. Mr. Perkins says that last month their complaint was 3132 and they say they're losing money due to wear and tear on their trucks. He says the lake is already combined with the bridge and it was designed to prevent the spills and the railroad goes by with chemicals and no one seems worried about that. He stated that wetlands are no longer called wetlands but hydric soils but they're wetlands and that's where the water supply is drained from for Caddo Parish. Mr. Perkins says there will be lawyers as part of this process eventually because they're nationally known. They're members of many organizations. He asks for Dr. Kalivoda to drive through Allendale with one of them and they can show him the fifty-five homes they were rebuilding and using a non-traditional process getting first time homeowners into those homes.

Tim Magner thanked Dr. Kalivoda for being there today. Mr. Magner stated that it's clear, this is a critical project for the community. He stands there representing the Chamber and the dozen other organizations and municipalities that are on record for moving this project forward. He says they recognize there's a process and they thank Dr. Kalivoda for his service on getting them to this point. Mr. Magner says that in the absence of information they have speculation and in the absence of progress they have frustration. And like many others have noted, he's been in this job for seven years and on the seventh it will be eighteen months from now that they've seen anything and clearly that is something that is frustrating. Mr. Magner says that what he asks from them today is to continue the effort and to continue transparency. He knows that this body has elected to put this topic on their monthly agenda, which he thinks is critical for the community to understand the progress. He says they don't expect that this is going to be a smooth process, but they do need for it to be a transparent process and a process that continues to move forward. He would appreciate it if Dr. Kalivoda could provide NLCOG, the Mayor or those of them of interest with updates as they occur.

Jimmy Gosslee thanked Dr. Kalivoda and the board for allowing him to speak today. He asked for those that were in the audience that were in favor of the I-49 Alternative 1 to stand. Mr. Gosslee said as they could see there's quite a few people here and he knows there's an opposition too, but there always is. He stated that he's been a business leader for Shreveport since he was twenty-five years old and he's pushing fifty years since coming to Shreveport/Bossier and he's now interested in the economic development. Mr. Gosslee believes that economic development is important to this city and he's watched it grow and decline for the last fifty years. He says that he believes that three point six miles of a connector of I-49 will make a huge difference to the communities of Shreveport/Bossier and the surrounding area. He stated that to kick this can down the road another couple years is really disappointing to hear today. He concurs with many of the speakers today. He asked that they do everything they possibly can to speed this up because this is very important to the growth of Shreveport/Bossier City.

Bill Robertson thanked the board and Dr. Kalivoda for being there today. Mr. Robertson said he had a couple of questions for them. He stated that he was very interested in the 1997 decision that took this project down. He asked how that decision was reversed. He asked how they went from cancelling this project then putting it back on the schedule and who was responsible for that. Mr. Robertson said that as his colleague said, Mr. Perkins, it would be great for him to take a tour of Allendale with someone rather than by himself. He was reading yesterday in one of the industrial publications that puts a lot of focus on

south Louisiana, and it talked about the tremendous infrastructure needs that our state has, and he would like for him to read the comments on the high points of that. He's also interested in Dr. Kalivoda elaborating on his statement about there being no more interstate torments. He stated that Dr. Kalivoda said that when he builds roads, they no longer look like I-20 and they're quieter and less intrusive. Mr. Robertson says that he hates that they're even there talking about this because they already have a loop and we're talking about spending millions of dollars that we don't have. That this is taxpayers money coming out of their pockets. He says that he doesn't understand why they're still talking about it.

Dr. Kalivoda said that he decided to come back up after everybody spoke and he was trying to make notes along the way and several speakers talked about seeing schedules before and he realizes that. He brought the slides back up from his presentation earlier. He stated that I-10, Lake Charles, Baton Rouge, and I-49 connector in Lafayette all had schedules before too and were disappointed. He said there was one reference to the schedule that was done in 2016. The inventory for historic properties was not done at that time so that had to be done which took a long time. Now we have potential historic district for Allendale and he wanted to point out that yes that's frustrating and disappointing. Dr. Kalivoda stated that he can't decide what and how the timeframe of this schedule is going to be and feels that it's very reasonable at this point. He says that's why it took so long to come up with an Alternative 3a, you don't just go into a room and thirty minutes later you come out with an answer. There's a lot of brainstorming and looking at aerial photography and inventories of properties, maps, etc. The idea that we might have a 3b, 3c, 3d, he doesn't think so. He says they scrubbed that pretty well and he doesn't think they're going to find another alternative in there. Dr. Kalivoda stated that Alternative 3a could be moved a little bit through refinement and he's sure through the comment process it will be refined and he wouldn't let that alarm them. He pointed out on his slides and explained the width of what they were talking about on I-20 where it crosses the Red River. He said he feels like he's covered a number of speakers. Dr. Kalivoda said that Ms. Wiley talked about a business boulevard. He stated that the purpose of the project they're interested in is the completion of I-49 north so wherever that ends up, that's where it is going to go. It's not a project intended to address the rebuilding and re-modulization of the community, however they wanted to use the project as an inner-city alternative as a capitalist to do that. If we can include mitigation with the surrounding communities as part of that project and have revenues to do that, that was their intent as to what was mentioned before. He had noticed himself from his observations and he was wondering where people buy groceries from around here and that's part of the expectations from the private sector, which may not show a near return on the investment, but we need a shopping center with a grocery store hopefully with a pharmacy, perhaps a personal grooming place like a barber shop or beauty shop, a dry cleaners, but those are services that people need and they need it nearby where they live to do that. Dr. Kalivoda said that that's part of the business investment that they would be looking for in that area. That's not something the government can provide, but what the private sector needs to provide. There are housing programs for first-time home buyers and that could be part of the help as well along with public transportation sources, but if you bring enough of these sources together, he feels that we could make a significant impact. Dr. Kalivoda said that Mr. Perkins mentioned that attorneys are going to be involved with this and he's sure they will be. They've expected that from the beginning. He said that that's the purpose of the legal sufficiency review and it's also one of the purposes of Alternative 3a, to find a way to lessen the impact for the properties. He stated that that's what's great about the United States that you can sue anybody at any time for any reason, doesn't mean that you're going to win, but you can certainly do it. He wanted to address Mr. Robertson and stated that he didn't know and that he'd have to go back and research the abandonment on the Inner-City Connector from before, but he can certainly do that. He said that Mr. Robertson wanted some of the high points from some of the major projects that they're working on like I-10 in Baton Rouge and he would point out that he's been in Baton Rouge for the reconstruction and widening of that section of interstate and they did a lot of community outreach in there and they're trying to lessen the impacts of that facility on the

community while still trying making a transformation improvement. They've been working very carefully with the community and they're building it very carefully so they minimize the impact during construction to the community and he thinks the people are going to be very pleased with the product when they're finished. For those that use that facility and those that are along that facility, it will look a lot better. The esthetics, vibration, noise from the side, from underneath, the structures will be greatly reduced and they're adding landscaping and things like that as well and it's going to be a win- win for everybody and that's what they would like to have here in Shreveport. In the appearance of modern freeways he thinks NLCOG has done some artist renderings of what the structures could like and we certainly want to have that at the public meeting we're talking about having in the third quarter this year. They'd like to have some artist renderings of what the structure could look like, but again, it doesn't have to look like that. There's different styles and they want people's opinions. In regards to the trend of Inner-City freeways, there's not that many Inner-City freeways being built. Most of the ones are part of the existing interstate construction. He would like to point out that the I-45 reconstruction in Texas, there was a Civil Rights complaint about that, but it's been resolved and that project is back underway. Dr. Kalivoda stated that in a few areas they have deconstructed freeways, but they were not primary routes they were spur routes. He addressed Mr. Magner and stated that idea of NLCOG updating each and every meeting is a good idea. He said that knowing where there at after NLCOG has a meeting, to preserve this schedule and mark it off as you go through is a great idea. Dr. Kalivoda said the first test of this schedule will be the third quarter of this year, July 1st through October 1st and he's praying they should have Alternative 3a feasibility determined, have the environmental done for 3a to bring it up to same level detail as the other alternatives. He wanted to point out to Allendale Strong community that Alternative 3a basically misses Allendale and that's part of the purpose. He said that they needed to take a good, hard look at that before jumping to conclusions. The last thing Dr. Kalivoda wanted to speak about was that several speakers spoke about Alternative 5 as if you don't have to do anything like 220 and 3132. Based on the traffic you would have to add another lane so 3132 doesn't meet interstate standards and you'd have to upgrade that.

Announcements

Mr. Rogers stated that Dr. Wilson had been with them as a board member for roughly 17 years, but almost total time in Caddo Parish, prior to administrator he served on their technical committee several years ago. He said they have been fully appreciative of his service and dedication, guidance, and direction throughout the years. Mr. Rogers stated they had prepared a resolution for him and wanted to read it to him. Please see attached resolution for further detail.

Dr. Wilson wanted to thank everyone for the confirmation hearing today and he appreciates it. He says it's been a pleasure for him to serve on the board for the past 17 years plus. He's learned a lot and he's tried to give his best to the process and while serving he made a friendship with everyone at the table. He said he will forever remember his experience there and he will continue to support them, not directly, but indirectly and cheer from the sidelines in hopes this process will continue. Dr. Wilson said thank you to each and every one of them and it's been his delightful pleasure to work with each and every one of them as the Parish Administrator and his role there at NLCOG. He said it was a great ride and thank you.

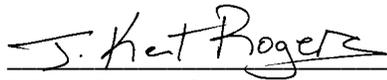
Mrs. Askew-Brown entertained a motion to Adopt the Resolution in Recognition and Appreciation of Distinguished Service by Dr. Woodrow Wilson. Mr. Clarke was the first to motion and Mayor Arceneaux seconded. Mrs. Askew-Brown called for questions or comments. Having none, the chair called for a vote and

the motion was approved.

Mr. Rogers stated that he provided a schedule for the next upcoming meeting, the rest of this fiscal year and for the next fiscal year which begins July 1, 2023. He said the schedule was also provided in the work program that was approved earlier.

Adjourn

With no remaining agenda items, Mrs. Askew-Brown entertained a motion to adjourn. Mr. England motioned, and Mayor Chandler seconded, and the meeting was adjourned.

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive style with a prominent initial "J" and a stylized "R".

J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

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

Please print:

Date: May 17, 2023

Name: Barbara Percech

Address: _____

E-mail: _____

Phone: () _____

I am representing: myself business organization

Name of business / organization: Senate 37

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

I-219

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

PUBLIC COMMENT CARD

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

Please print:

Date: 5-12-23

Name: Patrick Harrison

Address: P.O. Box 7216

E-mail: pharrison@svsteel.com

Phone: () 318-218-9008

I am representing: myself business organization

Name of business / organization: C/O

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

I 49 ICC

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: 05/11/2023

Name: Dorothy Wiley

Address: 1528 Clay Street

E-mail: iscramm@gmail.com

Phone: (318) 751-8977

I am representing: myself business organization

Name of business / organization: Allendale Strong

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

Transportation 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.

HOW A BUSINESS BLVD FOR LOCAL TRAFFIC AND AN EXISTING LOOP FOR THROUGH TRAFFIC CAN BOTH BE SMARTER, FASTER, AND CHEAPER

I am a resident of Allendale and also today I represent the homeowners of Allendale that work during the hours that these meetings are held. Allendale citizens are for separating local traffic from through traffic.

I. AllendaleStrong ~~11~~ ^{10 years} (2012)

I am also a member of AllendaleStrong, an organization that was formed when the proposed cut through freeway wanted to come through our low-income African American Neighborhood. Citizens came together and formed a learning - doing community so that we could better understand the history of these limited access inner city expressways. We know that the exhaust from these cars when living within 1500 feet of a freeway causes health problems like pre-term labor, lung disease, and heart disease. We also learned about induced demand how it pushes the city out, separates and divides the community and devalues it. We know that because of Interstate 20. Over 12,000 people were displaced, businesses left, schools closed now we are a food desert and 5,000 residents live in this disadvantaged area.

Dr. Kalivoda



II. Flawed Standards

It's time to change these flawed standards of freeways and freeway expansions. NLCOG's economic justification is out-dated and it misinforms state and local decision makers. The future of Shreveport is emerging from Allendale. We have convened a state wide Learning-Doing group of citizen called the 4 Corners Coalition which include cities across the state of Louisiana, New Orleans, Baton Rouge, Lafayette, Monroe, Natchitoches and Shreveport. We have come together to reform transportation planning policies at the local, state and national levels and have also played a fundamental role in forming a national Learning-Doing network of Freeway Fighters working to reform transportation policies and practices This includes more than 80 local and grassroots campaigns for stopping freeway expansion and centering

people before highways.

III. Local Traffic: Smarter, Faster, Cheaper

AllendaleStrong focus has always been to separate Through Traffic (using the existing loop 3132) from Local Traffic (using a business boulevard). For local traffic we can reinvest in US 71 / N. Market making it the route for the business boulevard, this is smarter. It can promote walkable alternatives, biking, scooters and even electric scooters (as we see disabled citizens using them as their mode of transportation) without the fear of vehicular manslaughter. It is faster because the anticipated congestion of through traffic will be using the existing 3132 loop. It is cheaper because we would only spend \$60 million dollars for the Business Blvd. How we utilize smarter design for a business boulevard works to renew our city and meaningfully engages our citizens in growing their local capacities, and not extracting wealth nor gentrifying us out of our neighborhoods.

IV. Through Traffic: Smarter, Faster, Cheaper

For Through Traffic let us invest in the existing 3132 Loop. ~~The existing Hwy. 3132 Loop is a smarter, faster, and cheaper approach.~~ It is smarter for through traffic because of the saving benefits of designating the loop as I-49ICC instead of building NLCOG's 3.5 mile billion dollar freeway. It will not kill the economic vitality of African American Communities and make clear the benefits of maintaining what we have like the aging I-20 and I-49 south of I-20 vs. adding new highway miles. It is faster because it will allow drivers to drive around the city and not through the city by using the existing Hwy., 3132 which connects I-49 S to I-49 N which is north of I-220. It would be cheaper because LA. already has a backlog of unfunded maintenance in the amount of \$15 billion dollars rather than adding an additional \$900 million rename the Loop as I-49 ~~and use Federal dollars for investment.~~ Let's fix our raggedy streets and move forward in making Shreveport better!!!

That is the Smarter thing to do

PUBLIC COMMENT CARD

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

Please print:

Date: 5-12-23

Name: FRED Kent

Address: 339 Bringier Place Shreveport, La 71106

E-mail: Fred.kent1231@gmail.com

Phone: (318) 469-9555

I am representing: myself business organization

Name of business / organization: Kent, LLC

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

1-49 ICC needs to be completed
for a number of reasons including
if residents have a medical emergency
in the North part of town then they
must exit 1-49 ~~and~~ and get on
other roads to get to LSV medical
center ~~fast~~.

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

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

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Please print:

Date: 5/12/23

Name: TIM MAGNER

Address: 400 EDWARDS ST SHV. 71101

E-mail: TIM.MAGNER@SHREVEPORTCHAMBER.ORG

Phone: (318) 677 2529

I am representing: myself business organization

Name of business / organization: GREATER SHREVEPORT CHAMBER

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

#5 149

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

Comments relative to any issues that are in active litigation will not be heard in this meeting.

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Metropolitan Planning Organization Transportation Policy Committee

June 23, 2023- 9:00 am
Seminar Room, 625 Texas Street, Shreveport, LA 71101

AGENDA

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

Comments are to be held to 3 minutes.

ITEMS FOR CONSIDERATION

1. **Approval of Minutes**
[Approval of Minutes from May 12, 2023](#)
2. **Transportation Improvement Program (TIP)**
[Update and amendments](#)
3. **Metropolitan Transportation Plan (MTP)**
[Active Transportation Plan RFP and Scope](#)
4. **Election of Officers for Fiscal Year 2024 (July 01, 2023 – June 30, 2024)**
Chair - Alan Clarke Shreveport MPC
Vice Chair – Butch Ford – Bossier Parish

PROJECT UPDATES

5. **I-49 Inner City Connector**

ANNOUNCEMENTS

6. **MPO will be meeting on Friday August 4, 2023**
[Schedule of meetings](#)

ADJOURN



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, June 23, 2023 (9:00 AM) NLCOG
NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Alan Clarke – MPC City of Shreveport
Mr. Bruce Blanton – Webster Parish
Ms. Erica Bryant – Caddo Parish
Mayor Tommy Chandler – City of Bossier City
Mr. Butch Ford – Bossier Parish
Mr. David North – LADOTD District 04
Mr. Michael Norton – DeSoto Parish

Members Absent

Mayor Tom Arceneaux – City of Shreveport
Mr. Eric England – Port of Caddo-Bossier
Mr. Dinero' Washington – SporTran

Others Present

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

Call to Order

Mrs. Askew-Brown called the meeting to order. Mr. Rogers stated that prior to roll call, he had two announcements to make. One, and they knew it was coming, but they had received an official notice from DeSoto Parish that Mr. Michael Norton will now be representing DeSoto Parish as Administrator. Mr. Steve

Brown, unfortunately unable to be there today, but he did want to make one little comment of his leaving and that was to thank them all for supporting DeSoto Parish...the little guys that never felt small. Mr. Rogers said that Mr. Brown just wanted to send his appreciation for all the support and help over time. Mr. Rogers stated that he hopes to recognize him in the near future. On another note, Mr. Rogers wanted to express his condolences to Mr. Clarke on the recent passing of his wife. He's sending prayers to him and his family and also told Mr. Clarke that if there was anything he needed from any of them to please not hesitate. Mr. Clarke said "Thank You" so much. Mrs. Askew-Brown welcomed Mr. Norton and asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present.

Public Comments

Mrs. Askew-Brown stated there were two public comment requests. She wanted to remind them of the three-minute time limit for their comment.

Senator Barrow Peacock was first to address the board. Senator Peacock wanted to talk about funding overall for projects and specifically for I-49 in the legislative session and the importance of obligating the funds of a "cannot be taken." He stated that they had this issue with Jimmie Davis Bridge, and they all know whether that project can be moved forward. Senator Peacock asked for Mr. North to correct him if he was wrong, but that project is moving forward and do we do need to secure P5 in our years. He states that one of the reasons that the project could move forward is because the funds were obligated, and a contract was already signed. Senator Peacock said that that applies and needs to be emphasized by this board for I-49 with the funding there for the one hundred million dollars. He said that if you don't obligate that money it's going to be removed and taken away because there's too much temptation from the legislation to want that money. Senate Bill 146 by the president of the senate, there was an amendment that they try to put on the House floor, to try to take the hundred million dollars and reallocate it to multiple projects. Senator Peacock said that most of that money would not be in this area so most people who think that it could be used for other projects in our area in the Northwest should know that it would be scattered across the state. He emphasized for I-49 that they need to obligate that hundred million dollars and get it secured and committed between now and the next legislative session. He fears that if they don't obligate the money, it won't be spent in the Northwest Louisiana area. Senator Peacock asked that they use the hundred million dollars between now and next March.

Mr. John Perkins was next to address the board. He stated that he didn't see Mr. Gard Wayt there, but after the last meeting where they all got pretty hot headed, he wanted to thank him for walking back what was propaganda in the hundred-thousand-dollar television commercials. He wanted to read something from the U.S. Dept of Transportation Federal Highway Administration to the Honorable John Breaux, United States Senate, Washington D.C., dated January 13, 1997. Please see attached letter read from Mr. Perkins.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the May 12, 2023, meeting. Mr. Ford motioned, and Mr. Clarke seconded to approve the minutes as provided. Mrs. Askew-Brown called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026 – Update w/DOTD Amendment for Introduction for Public Comment

Mr. Rogers stated that the only action item on the TIP relates to the active transportation plan, and we have received a project number for that. And also, there's a switch in funding from conversations with Federal Highway and DOTD. Mr. Rogers states that there were attributable transportation alternative funds and from his understanding from Federal Highway is that planning portions can't be used for the attributable transportation alternative funds, but the STBG funds can be so they're just flipping that funding source. Overall, the funding pot remains the same with just the changing of funding source and adding the project number to it. Mr. Rogers said that other than that there are no other TIP amendments, and this is an introduction for public comment so it will be up for approval at the next meeting.

Mrs. Askew-Brown asked if there were any further questions. Having none, Mrs. Askew-Brown entertained a motion to Approve the Update and Amendment for Introduction for Public Comment to the Transportation Improvement Program (TIP) FY 2023-2026, Mr. Clarke motioned, and Mayor Chandler seconded. Mrs. Askew-Brown called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Metropolitan Transportation Plan (MTP) – Active Transportation Plan RFP and Scope

Mr. Rogers stated he sent along with the link was the full scope of the RFP that will go out for this and are waiting for final signatures on the entities' state agreement with DOTD and as soon as they have that they will get it out for advertisement. The key tasks within the plan are for the detailed work plan schedule, an existing condition analysis, future conditions and needs assessment, policy recommendations to look at education enforcement of physical improvements for the region and at local level, some design guidelines and standards to be used (those will go in coordination with the states guidelines and recommendations), an implementation plan – along with that implementation plan will be some performance measures and a scorecard to help keep track of those projects as they move through the process of outlining the funding source for individual projects that will come out of that and then a draft in the final plan. Mr. Rogers said that one thing to note is when they did some additional background when they first discussed this a couple of years ago was the bike ped plan for Bossier Parish, however when they started looking at it and the plan that was developed for the City of Shreveport and Caddo Parish several years ago, a good portion of that had already been implemented so the determination was to just go ahead and update all of it and instead of doing just parish plans do for the entire region. Mr. Rogers stated they've asked for some very specific things to be considered during the plan development process such as some extensive outreach making sure everything is very visual and easy to read, incorporating it into their GIS system making it available to everyone and having it more web-based, easier to utilize and more visual. He said that again, once they get the entities' state agreement with DOTD, they'll go ahead and get it out and advertised. They'll have the thirty-day advertisement period, and they'll go from there in the terms of the process. Mr. Rogers stated that was it unless anyone had any questions or comments. Mr. Clarke said that Mr. Rogers had answered all his questions concerning the RFP process and then thirty-day process, the reviews, but when would we know when the actual award might be projected to be? Mr. Rogers answered that they're hoping from his conversation with the DOTD contract section they should have that agreement in their hands probably within the next week, final signatures within two weeks, and at that point they'll advertise it for thirty days and see what comes in, and they'll review it. He said within the full

document that was linked to it they had the selection criteria and how those will be awarded and evaluated. They will call in some of the more technical committee members to review those and evaluate them. Mr. Rogers stated that he would say that by the September meeting they may have something for them in terms of a recommendation for the selection. He doesn't think they will have by the next meeting and that would be pushing it.

Mrs. Askew-Brown asked if there were any further comments or questions. Having none, Mrs. Askew-Brown entertained a motion to Approve the Northwest Louisiana Active Transportation Plan RFP and Scope of Services, Mr. Clarke motioned, and Mayor Chandler seconded. Mrs. Askew-Brown called for questions or comments. Having none, the chair called for a vote and the motion passed.

4. Election of Officers for Fiscal Year 2024 (July 1, 2023 – June 30, 2024)

Mr. Rogers said that he sat around and talked to a few of the members and the traditional method is that whoever serves as vice chair would typically move up to chair. He has asked around in terms of vice chair and also in the traditional sense they've tried to avoid one side of the river or parish fully representing all aspects of the board and the MPO. Mr. Rogers said that he's spoken to Mr. Ford and he's willing to serve in the vice chair position. He stated that they needed a formal motion for the election of officers for the Fiscal Year 2024 (July 1, 2023 – June 30, 2024). Mr. Blanton motioned, and Ms. Bryant seconded. Mrs. Askew-Brown asked if there were any comments. Having none, the chair called for a vote and the motion passed.

Project Updates

1. I-49 Inner City Connector Update

Mr. Rogers stated he placed the information on top of their packets due to the fact it was finalized the night before. He said that on Wednesday, June 21, 2023, he met with Providence, Stantec, DOTD's Environmental and Cultural section, and Secretary Dr. Kalivoda was present also. Mr. Rogers stated that they had met with Stantec and Providence on a couple of occasions to look at some different alternatives for the 3A alignment. Those were presented to DOTD to look at some alternatives in there. Mr. Rogers stated that the common consensus was that the mainline portion that they came up with was good, but there were some continuing questions and concerns of access and interchange configurations, alignments and styles and types. Based on those Stantec and Providence are going back to revise some of those aspects. Mr. Rogers said that they are planning to get together sometime the week of July 10th through July 14th to review those and hopefully if DOTD is good with them at that point, they'll schedule a meeting with Federal Highway and the resource agencies to review those. If those are good, then they'll come back to everybody. Mr. Rogers stated that that keeps well in-line with the project schedule that Dr. Kalivoda presented at the last meeting. Hopefully the feasibility and environmental study will be done within the month so that we stay well within that timeframe. Mr. Clarke asked about the third quarter 2023 and the public meeting on all alternatives including 3A. Mr. Rogers stated that was correct. Mr. Clarke asked after that, what is the process for moving forward. Mr. Rogers said the slides from Dr. Kalivoda's presentation from the last meeting were included in their packets and following that it will help to identify the preferred, they will finalize the EDA document at that point in time and that will include the preferred alternative, all the detailed environmental evaluations, several sub reports that have to go with that including some of the wetland issues and those types of things.

Most of those sub reports, he would say that ninety percent of those, are already completed. They were just finalized based on what the preferred alternative is. At that point, they would submit it to Federal Highway's legal department or their legal sufficiency review. Mr. Rogers said that again, once that's submitted for the legal sufficiency review, it becomes a very procedural process. You must have it advertised for a certain number of days, it must be advertised in the federal register, you must have it advertised a minimum of thirty days prior to the public hearing. After the public hearing you must have another minimum of fifteen days for public comment on that document, then they review those and bring back comments based on those and bring back for the final record of decision at that point. He says the big key in terms of a lot of that is getting that draft EA out on the street. That's the key document because at that point it does become very procedural, step-by-step. It's totally within Feds control at that point. Mr. Clarke asked if by the fourth quarter of 2024 should we have a ROD approval by Federal Highway? Mr. Rogers said the quicker they can get this initial part done the quicker the rest of it can get done. Mr. Clarke stated the reason he's asking all of this is because unfortunately, this decision they make here will have an impact on the City of Shreveport and Parish of Caddo's masterplan and updates. He's interested in these plans being removed and not being in hostage and being able to go forward so the City of Shreveport and Parish of Caddo can get new ideas and direction on where they're trying to go and start implementing some of those things. Mr. Clarke says he feels the board, council and commission need to be aware that by the fourth quarter of 2024, there needs to be some action in preparation for moving forward.

Announcements

Mr. Rogers stated that there is no meeting in July. The next meeting will be August 4, 2023. He sent out a list of meetings for the Fiscal Year 2024.

Adjourn

With no remaining agenda items, Mrs. Askew-Brown entertained a motion to adjourn. Mr. Ford 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: 6/23/22

Name: Barren Peacock

Address: _____

E-mail: _____

Phone: () _____

I am representing: myself business organization

Name of business / organization: Senat District 7

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

I-49 Funding

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

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U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

January 13, 1997

97 JAN 16 AM 8:53

Refer to: HPD-1

The Honorable John Breaux
United States Senate
Washington, DC 20510-1803

Dear Senator Breaux:

Thank you for your December 11 letter to the Department of Transportation's Office of Congressional Affairs on behalf of the Patzman Civic Club of Shreveport, Louisiana. You enclosed a copy of a letter you received from the club's Andrew Marshall, Jr., and Essie A. Johnson transmitting a petition opposing construction of an extension of I-49 through the inner city. I have been asked to reply.

The proposed extension of I-49 from I-20 to I-220 has a long, complex history, which I will summarize. The extension was part of the original plans for I-49. However, during the project planning and development process, including the environmental review process required by the National Environmental Policy Act of 1969 (NEPA), the extension was deleted from the Interstate proposal. This action was taken because of controversy regarding the significance of potential environmental, historic, and community and neighborhood impacts for the alignment recommended through Shreveport.

Nevertheless, Section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 authorized \$4.8 million for the I-20 to I-220 extension (and an I-49 extension in Lafayette). The Louisiana Department of Transportation and Development (LDOTD) conducted a corridor study that same year covering the previously identified recommended alignment. The study again identified serious concerns that would have to be carefully studied, such as impacts on wetlands, flood plains, churches, schools, parks, a National Register historic district, a 270-unit low-income public housing development, and the predominantly black communities that might be split by the extension.

Before proceeding further, it was decided that studies were needed to support the I-20 to I-220 connection as an extension of the proposed corridor from Kansas City, Missouri, to Shreveport. (State and local officials often refer to this corridor as I-49 but it has no official status as an Interstate highway.) The corridor study report was completed in 1996. The report concluded that the existing freeway system (Routes I-220 and LA 3132) could be upgraded (addition of two lanes) to operate at a level-of-service equal to or better than a direct extension of I-49 from I-20 north to I-220.