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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, July 24, 2026 (9:00 AM)

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

Members' Present

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

Members Absent

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

Others Present

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

Call to Order

Mayor Arceneaux called the meeting to order. Mayor Arceneaux asked Mayor Chandler to lead us in pledge, and he to lead us in prayer. He stated if those that cared to join them to please stand. Mayor Arceneaux led us in prayer followed by Mayor Chandler leading us for the pledge. Mayor Arceneaux asked Mr. Rogers to begin roll call. Mr. Rogers called roll. A quorum was present.

Public Comments

Mayor Arceneaux asked if there were any public comments. Mr. Chevallier stated they had received three requests for public comment. Mr. Chevallier asked them to please keep their comments to the three minute time limit.

Mr. Bill Robertson, with Allendale Strong, was the first to comment. Mr. Robertson asked who the chair was. He acknowledged the chair, Mayor Arceneaux, and the committee, for giving him this opportunity. He distributed a memo and said they should all have a copy. *(Please see attached memo)* Mr. Robertson said he wanted to go through all five points and hoped he didn't violate his time.

Mr. Robertson stated that Allendale Strong put out a statement saying the truck detour should be made permanent. They believe that was an experiment in separating through traffic from local traffic and it seems to have worked. They believe a thorough investigation by this board is appropriate and maybe a public hearing so they can air the issues. The Committee of 100 seems to be wavering in its support for the I-49 project. Mr. Robertson said they've asked the committee to sponsor a debate, and they would love for NLCOG to join them to be part of that discussion. There is a public hearing pending on the board's choice of route for the connector project. They believe that more than one public hearing is appropriate. In fact, Mr. Robertson said that they'd like to see two held in Allendale, which is where all the action is going to take place for this highway project. Mr. Robertson said that they have communicated several times with them about flaws in the assumptions concerning the existing loop of 3132 and Interstate 220. They believe there are some big flaws in their assumptions about the use of the loop as an alternative to the connector. They've offered to pay a consultant to iron out those issues, and they would love for NLCOG to give that some serious consideration. And finally, Mr. Robertson said, they probably already know, they've advocated an alternative to the connector, which is a business boulevard. It's a surface street that will connect North Shreveport to I-20. It will not destroy the environment, affect the neighborhoods except in a positive way, and this displaced fewer residents than the elevated freeway going through the neighborhood. They would like to see this get a full review as an alternative to the connector. He said that the board is looking at different routes for the connector now and this ought to be part of this discussion. Mr. Robertson thanked them for their time.

Ms. Linda Biernacki was next to comment. Ms. Biernacki thanked the chair and the board for allowing her to stand and give her comment. She stated that she was there to represent the Committee of 100, and to assure the school board and the City of Shreveport, that the Committee of 100 has not wavered and is in one hundred fifty percent in support of the I-49 Inner City Connector. Any time there's been an update they've had representation there at NLCOG. She's spoken with Mr. Rogers many times, Speaker Mike Johnson, Ruth Ford, and the governor. They are in weekly, monthly discussions on where this I-49 is at and the status of it. Ms. Biernacki is hoping there's an update that'll bring them back to the schedule because when they received an update on April 26th, it mentioned that the Draft was turned in on March 16th. Following initial comments, the revised Draft was submitted on March 26th. The FHWA approved provisions of the Draft programmatic agreement for Section 106 mitigation. It's going to need approval by the federal highway administration prior to advertising for public review, and the update is that it's still in the EIS review. That's a question that she hopes Providence will be able to update them on. Ms. Biernacki says that now it's more important than ever to get their infrastructure built properly. There are data centers being built, the Amazon distribution center that's clogging up Mansfield and Hearne Ave., many multiple wrecks on I-220, and where you see many multiple vehicles on the bridge for hours. It's very dangerous. Ms. Biernacki thanked them and wanted them to know that the Committee of 100 is in full support of I-49 Inner City Connector.

Mr. Kim Mitchell was last to comment. Mr. Mitchell stated he's there speaking on behalf of Allendale Strong and the Louisiana 4-Corners Coalition for Transportation Planning Reform. Their group has taken an interest in trying to respond to all of the requests for public comments on the documents that NLCOG puts out. Most recently, the Unified Planning Work Program. Prior to that, the Congestion Mitigation Process Plan. Mr. Mitchell said that they have not received any real responses from the comments, which are really extensive. This last one, six pages of comments, he knows that's a lot, but there are meaningful comments and requests. Ultimately, they don't want language back to them in a letter just tells them why they can't do things. They want a discussion and a conversation. They believe that transportation planning isn't working for Shreveport or for our country, and it costs way too much money that we are subsidizing. Mr. Mitchell says that if we don't open our minds into thinking about things a little differently, we'll get what we're continuing to get, which is a direction toward bankruptcy for cities including Shreveport, even if we don't want to admit it. Just for example, they were really excited about some of the language in the plan, but they don't feel that words and actions are adding up. For instance, they have a mission to reduce mileage vehicles traveled by the citizens, which is great. There are eleven states in the country that have actually done that. Louisiana, unfortunately, ranks forty-ninth in that effort. We have increased vehicle miles travelled about thirty-four hundred since 1994. When it comes to pedestrian bids, there is some interesting language there. We're actually number two in the country for pedestrian deaths by vehicles. Once again, we can't keep doing the same thing we've always done. Mr. Mitchell says to let them encourage them, let them have a conversation. He knows it's hard to think that a neighborhood organization can accomplish what experts do, but for ten thousand hours, they've kind of done that. If we mix local through traffic, we reduce business activity. What they see is that trucks are not paying their share but creating eighty percent of the wear and tear of the roads. They don't pay for that.

Mayor Arceneaux asked Mr. Mitchell to please wrap it up.

Mr. Mitchell asked for them to please engage them. They are very interested.

Items for Consideration

1. Approval of Minutes

- Approval of Minutes from June 12, 2026

The next item on the agenda was for approval of the minutes for the June 12, 2026, meeting. Mayor Chandler motioned, and Mr. Jean seconded to approve the minutes as provided. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP)

- Amendments and Modifications**
- State Infrastructure Bank Funding**

Mr. Rogers stated they had two amendments for introduction. One is for the Shreveport Pavement Program, panel replacement. They have final numbers for that project. The request is to increase the funding from five point three million to roughly seven point five million. It will be let prior to the end of the state fiscal year. The second is for introduction, and he knows many will be happy about. It's a roughly twenty-six million dollar project for improvements and preservation along 3132 in the area. Those two were for introduction and the next of for adoption. The adoption is for the i-49

improvements from Southern Loop to Murphy Street.

Mr. Petro wanted to make a quick comment and make the board aware of these projects. Mr. Petro said that the common theme of these projects is that they are all system preservation projects. Not only DOTD, but also NLCOG through the city improvement project, is fixing what we have. These aren't capacity expansion projects. They're not adding new lane mileage or anything like that. This is the investment that they're moving toward. Fixing what they already have. Mr. Petro feels that this needs to be said and highlighted.

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

Mr. Rogers said that the state, during this last legislative session, an amendment was passed for the STP>200k funding for State Infrastructure Bank. ***(Please see attached letter)***

Project Updates

3. DZD Northwest Louisiana

- Crash Data Reports and Coalition Updates

Mrs. Stewart said hello and said that this data is from the LSU CARTS (Center for Analytics and Research for Transportation Safety). These analyses are information obtained from traffic crashes by law enforcement agencies across the state. ***(Please see attached link for presentation)*** www.nlcog.org/pdfs/pdfs/meetings/FY2027/2026.07.24/DZD_2025_Crash_Data.pdf

Mrs. Askew-Brown wanted to ask about the emphasis areas for distracted driving and if drills down on what the distractions were.

Mrs. Stewart said yes. That's probably one of the hardest things for the officers to know and track, but there are multiple categories on the board.

Dr. Ward said that the data shows 999 crashes. Does that include crashes that may have multiple people involved.

Mrs. Stewart said that 999 is the number of people involved. A crash could have one person, or it could have seven.

Mr. Rogers said that Mrs. Williams was going to give them an update now since reactivating the coalition.

Mrs. Williams said that after taking on this position back in November, Mr. Rogers and herself have been visiting with Sheriff's, Police Chief's and many others in the region to get feedback on what they want and need. ***(Please see attached link for presentation and updates)*** www.nlcog.org/pdfs/meetings/FY2027/2026.07.24/DZD_Presentation.pdf

4. I-49 Inner City Connector

- Project Update – Providence/DOTD

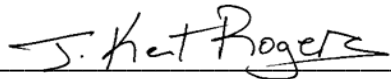
Mr. Rogers said that he was going to give a project update for I-49 Inner City Connector.
(Please see attached slide for update)

Announcements

The next regular scheduled MPO meeting is on Friday, August 21, 2026, in the Government Chambers at 9:00 am.

Adjourn

With no remaining agenda items, Mayor Arceneaux entertained a motion to adjourn. Mayor Chandler motioned, and Mr. Blanton second, and the meeting was adjourned.

A handwritten signature in black ink, reading "J. Kent Rogers", is written over a horizontal line.

J. Kent Rogers, Secretary

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

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.

Please print:

Phone: () 861 1932

Name of business / organization: _____

Briefly describe your comment(s):

Re 1-49 1cc

Thank you for your comment.



24 July 2026

Contact Bill Robertson, 318-861-1932 or wgrobertson@gmail.com

MEMO TO NLCOG: CONSIDER THESE KEY POINTS **IN THE DEBATE OVER THE I-49 CONNECTOR**

1. Allendale Strong believes the **truck detour** employed during the two-year rehabilitation of Interstate 20 should be made permanent. We call upon NLCOG to analyze this proposal and hold a public hearing at which Allendale Strong and others can testify.
2. Your longtime private ally, the **Committee of 100**, is wobbling in its support for the I-49 Inner-city Connector. We have asked the committee to host a debate on the merits of the project. We invite NLCOG to join us in this request and be involved in the discussion.
3. NLCOG should go beyond the minimum federal requirement of one public hearing to reveal its preferred route for the Connector. Allendale Strong calls for at least **three public hearings**, with two to be held in the neighborhood most directly affected by this project.
4. Allendale Strong has found serious flaws in the assumptions cited by NLCOG to describe the use of the **Interstate 220-Louisiana 3132 loop** for highway traffic through Shreveport. Our group has offered to pay for expert help to correct these flaws. This will allow NLCOG to present an accurate review of this practical option for through traffic.
5. Allendale Strong has proposed a **business boulevard** linking North Shreveport to I-20. Unlike the costly and destructive I-49 Connector that has been debated for 30 years and officially killed in 1997, this road would build wealth in adjacent neighborhoods, displace far fewer residents, cause no environmental harm, violate no federal statutes and take far less time and scarce tax dollars to build. We call upon NLCOG and the Louisiana Department of Transportation and Development to review this proposal as a viable alternative to the Connector.

Keep Allendale Strong! Support us with a tax-deductible donation to Allendale Strong at <https://secure.actblue.com/donate/allendalestrong-1> or by mail to 1528 Clay Street, Shreveport LA 71101. Visit our website at <https://allendalestrong.org/>.



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

Please print:

Date: 7/24/26

Name: Linda Biernack

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: _____

Comment on Agenda Items Only

Briefly describe your comment(s):

Discuss 1-49 ICC Support

Thank you for your comment.

PUBLIC COMMENT CARD

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

Please print:

Date: 7.24.2024

Name: Kim Mitchell

Address: 770 Thera Blvd.

E-mail: Kmitchelarchitect@gmail.com

Phone: (313) 773-1470

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: Allendale Strong

Comment on Agenda Items Only

Briefly describe your comment(s):

- UPWP & CRP Plan comments



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July 17, 2026

Secretary Glenn Ledet
LaDOTD
1201 Capitol Access Road
Baton Rouge, LA 70802

RE: STP>200k funding for State Infrastructure Bank

Secretary Ledet:

The Northwest Louisiana Council of Governments, Inc. (NLCOG) acting in its capacity as the Metropolitan Planning Organization (MPO) for the Shreveport – Bossier Urban Area agrees to release 10%, or \$4.74M, of its STP>200k funding apportionment to Louisiana DOTD during the August Redistribution process to fund the State Infrastructure Bank. In return DOTD will provide the MPO with \$4.74M STPFlex, dollar for dollar, state funding apportionment for use on any MPO designated project(s) within the next 5 years.

NLCOG supports the development of the State Infrastructure Bank and understands there may be a need for TIP and STIP amendments to account for the flexing of these funds. DOTD has agreed to provide the MPO with the appropriate information that will be needed to accomplish these amendments.

Please contact me should you require further information.

Sincerely,

A handwritten signature in blue ink that reads "J. Kent Rogers" followed by a horizontal line.

J. Kent Rogers
NLCOG Executive Director
Secretary to the MPO



I-49 Inner City Connector SPN H.003915

MPO Project Update – July 24, 2026

Background

NEPA. NEPA requires Federal agencies to prepare environmental impact statements (EISs) for major Federal actions that significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders.

Draft EIS. The draft EIS provides a detailed description of the proposal, the purpose and need, reasonable alternatives, the affected environment, and presents analysis of the anticipated beneficial and adverse environmental effects of the alternatives. Following a formal comment period and receipt of comments from the public and other agencies, the FEIS will be developed and issued. The FEIS will address the comments on the draft and identify, based on analysis and comments, the “preferred alternative.”

Record Of Decision (ROD). The ROD is the final step in the EIS process and may not be issued sooner than 30 days after the approved final EIS is distributed nor 90 days after the Draft EIS is circulated.

The ROD identifies the selected alternative, presents the basis for the decision, identifies all the alternatives considered, specifies the “environmentally preferable alternative,” and provides information on the adopted means to avoid, minimize and compensate for environmental impacts.

Source for above https://www.environment.fhwa.dot.gov/nepa/classes_of_action.aspx

Where We Are

LaDOTD has transmitted the Draft EIS to FHWA for review and comments.

FHWA Louisiana Division provided initial comments back to DOTD and these have been addressed.

FHWA Louisiana Division in consultation with HQ have provided some additional comments which are being addressed.

Next Steps

FHWA Louisiana Division formally transmits Draft EIS to FHWA Headquarters

FHWA Headquarters Environmental and Legal Sufficiency review and comment on Draft EIS once their comments are addressed, they provide approval for Draft EIS Circulation. (each have 30 days we have requested concurrent reviews)

Draft EIS Circulation formal advertisement in the Federal Register and starts two clocks:

45-day clock for public comment with a formal public hearing held no sooner than 30 days and a minimum of 10 days of comments following the public hearing.

90-day clock for ROD issuance. As noted above, The ROD is the final step must be issued no later than 90 days after the Draft EIS is circulated.