

**Appendix B**  
**Public Comments**

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

Please use this form if you have any questions, comments, or concerns of which you would like the project team to become aware and to ensure that your comments are included in the official transcript for this public meeting.

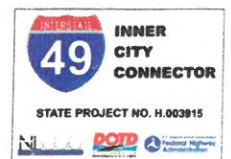
Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Linda Thowe  
Address: 258 Gladstone Blvd  
Shreveport 71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Option 5!*



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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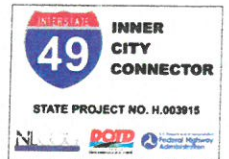
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Most inexpensive Route  
Sugges build Alt 3  
+ beany III*



**PUBLIC MEETING COMMENT FORM  
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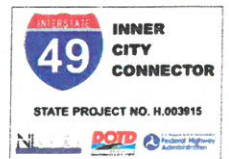
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Adam Sistrunk  
Address: 10547 Toulouse  
Shreveport, LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I support ICC that is either route 1 or 3A.  
Whichever route is the most effective and  
efficient for to connect I-49 in the last  
3.5 mile ICC.  
Attached is the letter from The Greater  
Shreveport Bossier Chamber and Committee of 100  
Support.



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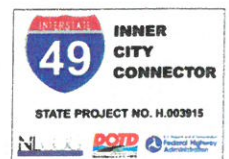
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Charley Thomas  
Address: 3033 Curtis Ln  
Shreveport LA 71109

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I am a member of Our Lady of the Blessed Sacrament Catholic Church 1558 Buena Vista St in Allen Dale. I have been following the progress of the Inner City Connector for many years. I am pro loop it around the city using the present inner loop. The community of Allen Dale has suffered enough dealing with the prospect of I-49. I feel that the Interstate we destroy the community not develop it as has been promised. If you look at the Cedar Grove Area it is dead around I-49. Money will be better spent on a Blvd so that businesses can come into the neighborhood through tax incentives that exist. Houses can again be developed again through the Fuller Code + Habitate. And the ~~Red Line~~ Red line on loans to fix and repair houses can be lifted.

Chk Thomas



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1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: CREC LIT  
Address: 2832 TUSCANY CIRCLE  
SHREVEPORT, LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I support the closest route  
than the city... Providence  
is I or 3A. WE NEED  
THIS FOR ECONOMIC GROWTH  
& RENEWAL IN THIS 3.5  
MILE AREA IN SHREVEPORT!  
IT IS OVER DUE.  
ML



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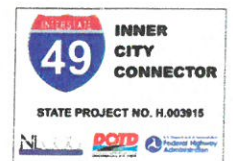
Date: 17 Oct 23  
Name: B Robertson  
Address: Sport

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

1) No. 5

2) Business Blvd

3) NO ICE



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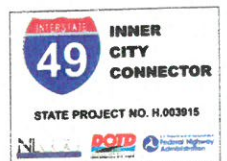
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Rody White  
Address: 4121 Fern Ave #38  
Shv 71100

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Please get it done.*





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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: Oct. 17, 2023  
Name: VERNON CHARCE  
Address: 430 LLOYD LANE  
SHREVEPORT, LA  
71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

The I-49 inner-city connector must be completed to serve our city. This will benefit most citizens. Route #1 is preferred but Route #3A may be a suitable alternate if the costs are within reasonable ~~limits~~ limits. It needs to be decided soon to get the benefits of this road.

Vernon Charce  
October 17, 2023



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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 17 Oct 2023  
Name: Robert Elder  
Address: 2930 Chardancey Cir  
Shreveport LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

- The community needs an intercity connector
- Passing close to the city will provide the greatest economic development
- I like the direction of alternative 1, but any alternative needs to build alternative
- This is a great opportunity to improve the inter-city area with both job opportunities and also recreation space. Better lobbying will make the area more secure and with increased safety, there will be greater willingness to visit the areas.



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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Robert Neff, Jr  
Address: 3500 Riverside Dr  
Shreveport, LA 71207

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Let's get on with it!*



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Date: 10-17-23  
Name: Njeri Camara  
Address: 1505 Abbie Street  
Shreveport, LA 71103

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I want to express my appreciation for the effort put forth to bring a proposal that eliminates a lot of issues that were apart of the narrative for loop II.

I like the 3A w/roundabouts on the proposed Route. I can see one way streets for Pete Harris & Allen Avenue.

We need to take extra steps to ensure the residents of the area are able to take advantage of the jobs to be created with the construction project.

This has been a 30-year nightmare for the residents of the area.

Hopefully 3A can pull our community TOGETHER. There is no COMMUNITY without UNITY.

Make it happen for the betterment of Shreveport, North, Louisiana



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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: HARVEY DILLAHUNY  
Address: 4416 Ribbs  
SHREVEPORT, LA

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Adding a ~~light~~ Lite Rail System that  
Loops the Downtown Area that  
includes the SHreveport Convention Center,  
Underneath the New I-49, SHreveport Bus  
Terminal on Murphy and Festival Plaza  
and the Riverfront.

The Rail System could include Jogging  
Walking & Bike trails

Choose the ~~A-3~~ 3-A Route

Love the Roundabouts on Caddo / Ford St.



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1201 Main Street  
Baton Rouge, LA 70802

Date: October 17, 2023  
Name: Gard Wayt  
Address: gard@waytinsurance.com  
P.O. Box 101  
Shreveport, LA 71104

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Thanks for the summary of alternative routes.  
This project is important to Shreveport's future growth  
The most efficient route appears to be Route 3A - with  
the Roundabout  
It is far past time to move forward and take  
action to complete I-49 Inner City Connector.  
Route 3-A with Roundabout will be my first choice,  
with seemingly the least reasons for any further  
delay!

Respectfully,  
Gard Wayt  
Wayt Insurance Agency, Inc.



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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: DeLton Smith  
Address: 461 McQuarrie  
Shreveport, LA 71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Route 1 is the best option. I-49 should be completed on the inter-city path I drive between NW Arkansas + SE Louisiana and am on I-49 every month going back and forth. The inter-city connector would make a huge positive difference in my travel as well as the travel of fellow travelers.

It would also make a huge economic difference to finish I-49 on Route 1.



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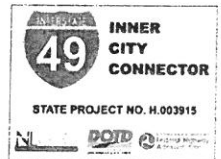
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/13/23  
Name: Lee Peterson  
Address: 1110 Richmond Circle  
71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Route 1 is the overall best option in terms of efficiency & disruption.*





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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: William Weaver  
Address: 8625 E. Wilderness Way  
Shreveport, LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I support Route 1

We are very close &  
need to get this finished.

Route 1 would be the cheapest



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1201 Main Street  
Baton Rouge, LA 70802

Date: Oct 17, 2023  
Name: Kristen Brown  
Address: 805 E. Wilderness Way  
Shreveport, LA  
71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I write in support of Route 1  
but whatever route chosen, we need  
the I-49 ICC



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Date: 10/17/23  
Name: GARD WAT  
Address: 537 Duddy Drive  
Shreveport LA  
71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*I prefer the least invasive and controversial route, which I believe is 3-A.*



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Date: 10-17-23  
Name: Linda Biernacki  
Address: 10975 Belle Cove Way  
Shreveport LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*I support finishing I-49-ICC ALT. ROUTE #1  
the most direct, cost effective and  
fastest construction time.*



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Baton Rouge, LA 70802

Date: \_\_\_\_\_  
Name: Kerry Bagley  
Address: 1104 DENNIS ST  
LOGANSPORT, LA 71054

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

3-A



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Baton Rouge, LA 70802

Date: 10-17-23  
Name: Patrick Harrison  
Address: PO Box 7216  
Shreveport LA 71107

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I am in 100% Full support of completing the I-49 ICC through the city of Shreveport!

I would prefer Route 1 over the other routes.

I do NOT support Loop it or Route 5! This would be a horrible joke.

Please get this moving forward ASAP!

Thanks  
Patrick



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1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Brian Chaudon  
Address: 2600 Greenwald Rd.  
Shreveport, LA 71107

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*• Please select Alt. Route 1. It has my full support.*



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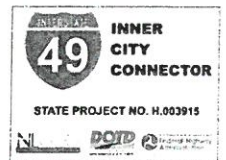
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Date: 10-17-2023  
Name: LARRY RUSSELL  
Address: 8912 Caldwell Rd  
Shreveport LA  
71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*I think Routes 1, 2 or 3 are reasonable  
I don't like Route 3A Alternative*





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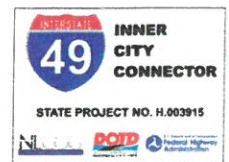
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 04.17.2023  
Name: Belinda Rose  
Address: 1017 Babylon Rd  
Shreveport, LA

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*I pray that 5 will be considered. Where will these residents be relocated? Housing shortage, affordable housing is already a problem. Better yet, just leave as is!*



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SHREVEPORT, LA**

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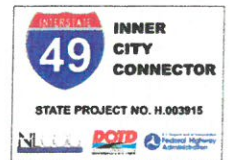
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**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-2023  
Name: Johanna Manard  
Address: 1645 Benton Rd  
Bossier City LA 70011

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

please finish I-49 build Alt 1



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/16/2023  
Name: Johnson Ramsey  
Address: 940 South Trace PKY  
Shreveport, LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I believe Route 1 or Route 2 are the only sensible routes and it should be started immediately



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-2023  
Name: H.J. Stills  
Address: 3455 Galaxy Ct  
Shreveport, LA  
71119

PLEASE CONSIDER THE FOLLOWING COMMENTS:

1<sup>st</sup> Choice : 3  
2<sup>nd</sup> Choice : 3A



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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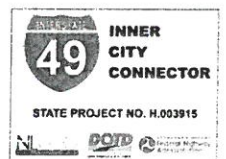
**Email:** kerryoriol@providenceeng.com  
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: Oct 17, 2023  
Name: JOHN E. ATKINS  
Address: 11010 Chenier St  
Shreveport LA  
71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

The Caddo Parish Commission voted to support the I-49 Interconnector thru the City of Shreveport. This resolution passed the full Body of the Commission on May 20<sup>th</sup>, 2021  
I prefer option #1

John E. Atkins  
Caddo Parish Commissioner  
District 9



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Richard D. Lambette  
Address: 420 Drexel Dr.  
Shreveport, LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Finish I-49 using alternative 1 and please build this soon!

I am an attorney and businessman that believes Aid. 1 will result in tremendous economic growth for the entire region and all citizens.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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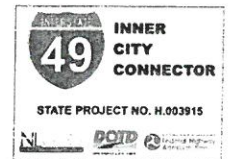
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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Cassandra daigaard  
Address: 200 Crighton Ridge  
Bossier City, LA 71111

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Please use Route 1. If required and not route 1 is selected, route 3A.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Stanley D. Roque  
Address: 234 N. Wyatt St.  
Shreveport, La 71101

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*I and several of my friends and church family prefer 3A. It does not destroy our church.*





PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: Aug 17 - 2023  
Name: Beth Foster  
Address: 1085 Clear Lake Dr  
71115

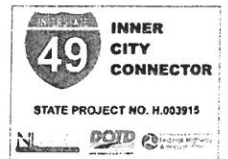
*Beth Foster*  
*former President League of Women*

PLEASE CONSIDER THE FOLLOWING COMMENTS:

*Utters of Goods position*

*The flow of a Business Loop is very important for economies of our our health income & business of jobs. Husband built - planned - built forecasted Western Electric TRANSPORTATION of Goods & Services important to Business - Western Electric came for People Catterine - Music - SOS & Transportation of Goods I-49 - ICC - Shreveport Region Route 3 or Route 1 in a must access from Roads*

*League of Women Utters have studied & made Position Statements -*



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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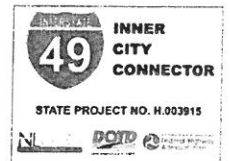
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/16/23  
Name: GEORGE NELSON  
Address: 432 RAILSBASE  
SHR, LA. 71167

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I SUPPORT THE CHAMBER/COM 100 POSITION



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

*Nick Thomas*

Date: 10-17-23  
Name: Nick Thomas  
Address: 192 Promenade  
Shreveport, La

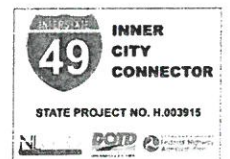
192 Promenade  
Shreveport, La  
71115

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I-49-IOC. - This is Project of  
Shreveport Region.

Build Route 3A or Route 1  
→ with access and or Frontage Roads  
on Each Side

*Nick Thomas*  
318-470-3817



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Lynda Houston  
Address: 202 Providence  
Baton Rouge City La 70802

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I-49 - see this is a project for  
Shreveport Region  
I think best route is I-34 or ~~I-49~~ Route  
with access and frontage road on  
east side

Lynda Houston

318-742-7442 Home  
318-453-7170 cell



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Lynda Bayle  
Address: 2300 Arkwright Pl  
Bossier City, La

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I Drive Alternative -  
I-49 Jct - This IS Project for Shreveport  
Build Route 3A or Route 1  
with Access <sup>and</sup> or Frontage Roads  
on Each Side  
Lynda Bayle  
318-372-1005



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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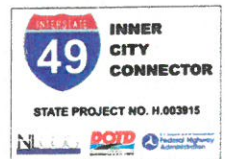
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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Jimmy Hall  
Address: 6525 Oak Creek

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Please consider <sup>6</sup>R Alternate Route  
①



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Rick Simpson  
Address: 317 Strathmore Dr  
Shreveport, La 71115

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Shreveport needs Route 1 for the future. The other routes are too expensive and disruptive.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Cynthia T. Simpson  
Address: 317 Stratmore Dr.  
Shreveport, LA 71115

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I believe this inner-city connector is imperative and directly related to the economic development of our city. I was born here and have lived here my entire life so I am not taking this lightly. We own two businesses here and I'm a retired school teacher who has taught my entire career in Shreveport. I think we need to look at the big picture. For Shreveport to move forward economically we need this. It is progress. Change is never easy but necessary. And... we need to be the most cost-effective and responsible with the money that has already been allocated.

I vote IA. To me, there is no smarter option.

Thanks! for your time!

CAS





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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1201 Main Street  
Baton Rouge, LA 70802

Date: October 17, 2023  
Name: James Richard  
Address: 296 Atlantic  
Shreveport, LA 71105

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Please don't bulldoze Allendale. I don't think Secretary of Transportation Pete Buttigieg would allow it anyway. Please don't destroy another black neighborhood. Just loop it.*



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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Providence  
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Baton Rouge, LA 70802

Date: 10-17-23  
Name: Patrick S. Booras  
Address: 3515 Eastlake Dr.  
Shreveport, LA 71105

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I-49 ICC, This is THE CATALYST PROJECT for Shreveport Region.

Build Route 3A or Route 1.  
→ With Access <sup>and</sup> frontage roads on Each Side.

Pat S. Booras  
(318) 423-3918



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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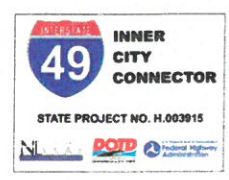
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Robert L. Williamson  
Address: P.O. Box 1772  
Shreveport, LA 71166

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*It is embarrassing that we don't have an existing connector!*

*I vote for Route 1 for the I-49 connector*



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 17 Oct 23  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

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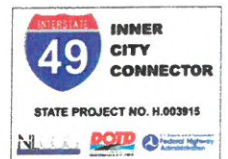
OPTION

5

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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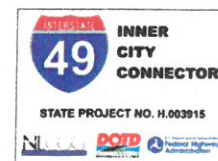
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-2023  
Name: JOHNNY WESSLOK  
Address: 537 MERRECK  
SPORT LA  
71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Alternative 1 - is the most practical, fastest, least expensive, time saving, less polluting, energy efficient route.

The entertainment of any other route is non-sensical



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10.17.23  
Name: CHRISTOPHER COE  
Address: 940 COLLEGE ST.  
SHREVEPORT, LA 71101

PLEASE CONSIDER THE FOLLOWING COMMENTS:

- ONLY CONSIDER OPT 5 OR
- NO. BUILD OPTIONS -
- ANYTHING ELSE IS A MONUMENTAL WASTE OF PUBLIC MONEY,
- WILL KILL A NEIGHBORHOOD
- AND KILL DOWNTOWN -
- WE ARE WE THE ONLY CITY CONSIDERING BUILDING A FREEWAY WHEN OTHER CITIES ARE REPAIRING THEIRS!
- THIS BLATANTLY OFFENDS W/ SHREVEPORT MASTER PLAN
- SHATTE ON NC COPY



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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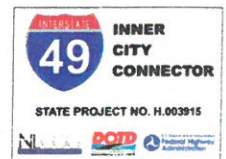
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Dale Ward  
Address: 600 Fall Winds Cir  
Bossier City, LA

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Alternative 3A is a "non-starter" because of the adverse impact on Shreveport Water Works Museum at McNeil Street Pumping Station. This site is a National Historic Landmark, as well as a National Historic Civil Engineering Landmark and on National Register of Historic Places. The elevated roadway as proposed would be almost over the admin bldg. and visitor center as well as essentially destroying the historic "viewscape" of the site.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



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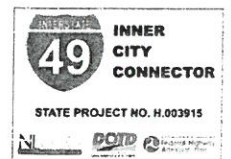
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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Ray Burrell  
Address: 2613 Lakeway Dr  
Shrt, La 71189

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I am suggesting the Building Alternative 1 as a primary route. But Alternative 3A would suffice. Hopefully, an economic corridor will be established from Murphy St north to Ford for job development and improving the lives of the surrounding Lakeside/Allendale/Ledbetter communities. This roadway will also anchor the west end of downtown Shreveport.

Caddo Commissioner Ray Burrell





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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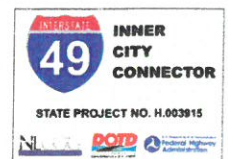
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**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: MICHAEL G O'NEAL  
Address: 2033 WOODBERRY AVE  
SHREVEPORT LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

IT DOES NOT APEAR TO ME THAT THE WATER  
WORKS OR RAILROAD MISION IS VERY AFFECTED  
I AM FOR THIS MEW ALTERNATIVE



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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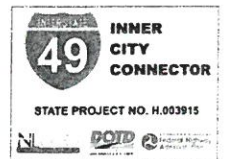
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/19/2023  
Name: Laura McEmore  
Address: 3902 Baltimore Ave  
Shreveport, LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I drive Alternative 5 route several times a year and live south of downtown. It is very easy and fast. It does not require 20 years of disruptive construction through downtown. It does not require building costs that will continually rise. It does not require destruction of any current neighborhoods and **IT IS NOT ILLEGAL!**



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Mike Petree  
Address: 1070 WATERS EDGE  
CIR  
SHREVEPORT, LA  
71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

We own a building that would be affected by the 3A route

Additionally why not go the most direct AND least expensive route?

#1 Route



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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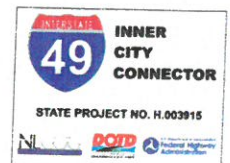
**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Robert Willis  
Address: P.O. Box 1824  
SHEV 71166

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Route 1 is the best of all options

Route 3-A is second best but likely unaffordable



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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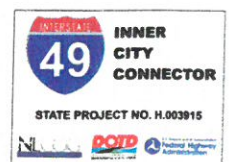
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Rebecca Thomas  
Address: 258 Gladstone Blvd  
Shreveport, LA 71004

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*The connector is unnecessary, wasteful, redundant and repeats our unfortunate history of causing suffering to people of color in our community.*



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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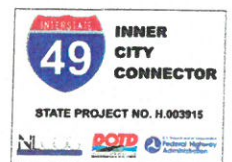
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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-2023  
Name: William Doster  
Address: 425 Slatkey Blvd  
Shreveport, LA 71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I believe Alternative can be utilized without lane expansions on the loop or the Cross LAKE Bridge. The destruction of more property of people of color in the Attendale area as proposed by 3 and 3A is a furtherance of white privilege.

The economic bias towards the African American community is a blight on our supposed American Dream. Perhaps these moneys would be better spent on economic reparations for the injustices perpetrated by the highway system.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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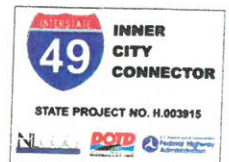
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Doug Rogers  
Address: 1000 Chmaberry Drive  
Suite 300  
Bossier City, LA 70111

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I support Option 3-A, which is the most feasible and direct route available. Please remember Interstate Commerce and the ease of transportation is critical to our area, State, and nation.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Phillip Rozenen MD  
Address: 510 Longlect Rd  
Shreveport, La 71101

PLEASE CONSIDER THE FOLLOWING COMMENTS:

First of all, let me make sure that decision makers know that our community has had overwhelming leadership support from community, business and political leaders for the inner city connector of I-49. The most important comment I could make is to express the importance of the project to the future of our community.

As to the choice of 1(a) and 3(a), I would strongly support 1(a) for several reasons including the straight path and cost factors. I also have great concerns about how this more tortuous path would slow the movement especially of trucks and, in my opinion, would be less safe.

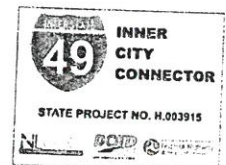
Although I do favor 1(a), I ~~would~~ favor getting the highway completed through Shreveport as the most important.

I know the old adage "the squeaky wheel gets the grease" applies here as a small group of people have made known their concerns and those concerns have caught the ear of decision makers.

I believe if ~~you~~ a vote was taken of the community of whether or not to build the connector was taken, it would pass overwhelmingly.

We ask for your careful consideration in moving forward 1(a) or 3(a). Either would be terrible to those like me who have had leadership roles in this project for the last 30 years.

Sincerely, Phillip A Rozenen





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

OCT-17-2023  
Date: John Morantz  
Name: JOHN DREW MORANTZ  
Address: 530 GOLLIGESTREAT 71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

5A



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Penny Credeiserat  
Address: 422 Gray St  
Belcher, LA 71004

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Please use Build Alternative 5. ~~The~~ The alternatives cause too much disruption to the lives of the residents of Alledale. It is an important, historic neighborhood. I find it disconcerting that routes have been chosen that would have such a negative impact on this historic black neighborhood. I shouldn't be surprised though because the placement of interstates has long been a tactic to disrupt black neighborhoods. Lots of cities have de-commissioned their inner-city interstates. Why are we building one? Are we that out-of-step with current construction, thought?

city-planning  
Also Hwy 3132 is in dire need of refurbishment. Why not kill 2 birds with one stone?

Build Alternative 5 or none at all.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: TERESA BRIDWELL  
Address: 630 COLLEGE STREET  
SHREVEPORT LA 71104

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Alternative 5A



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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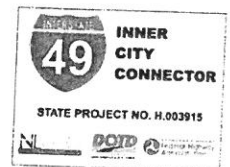
Email: kerryoriol@providenceeng.com  
Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: DALE COLVIN  
Address: P.O. Box 5876  
SHREVEPORT, LA  
71135

PLEASE CONSIDER THE FOLLOWING COMMENTS:

PLEASE BUILD I-49 CONNECTOR  
WE SUPPORT EITHER ROUTE THAT  
WILL COMPLETE THIS ROAD.

THANKS,  
Dale Colvin



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-2023  
Name: Jonathan Childs  
Address: 414 Preston Blvd Apt. 149  
Bossier City, LA 71111

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Please use route #1 or if required use 3A.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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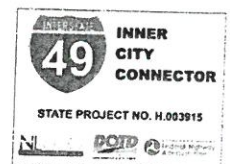
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: BRIAN McNEW  
Address: 3666 YORREE DRIVE  
SHREVEPORT, LA 71105

PLEASE CONSIDER THE FOLLOWING COMMENTS:

1. This has gone on long enough! started to death.
2. Please USE ROUTE 1 OR IF REQUIRED 3A.
3. This project needs to be completed.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-2023  
Name: Debra Seamster  
Address: 1417 Madison Ave.  
Shreveport, LA 71103

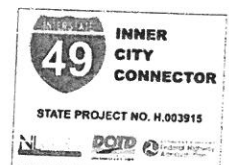
PLEASE CONSIDER THE FOLLOWING COMMENTS:

I prefer Route i:  
Build Alternative 3A  
with Round about

I love the Understructure enhancements  
I-49 ICC - substructure Concept "C"

I prefer the 3 lane concept

I would like to recommend the  
Pamoya Art Society to  
do some of the ART work  
for the understructure enhancements.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



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ROUTE I-49  
SHREVEPORT, LA

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 17 OCT. 2023  
Name: ARCHIE L. HIGGINS  
Address: 453 Albert Av.  
Shreveport, LA 71105

PLEASE CONSIDER THE FOLLOWING COMMENTS:

*I pick No 1 that has been planned for years. I attended many public meetings where most people picked this route. I am against Alt. 3- A crossing over 12 mile bayou twice.*





PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



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ROUTE I-49  
SHREVEPORT, LA

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-14-23  
Name: Lee Harrison  
Address: 8570 Dixie - Shreveport  
Shreveport, LA 71107

PLEASE CONSIDER THE FOLLOWING COMMENTS:

We live north of Shreveport and would like to see the interstate ICC completed ASAP. We would like to see route 1 being the closest route to get from north & south Shreveport.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 17 Oct 23  
Name: D No AT  
Address: 3539 Industrial Dr.  
Bossier City, LA 71112

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Alt 3 is most buildable  
Alt 3-A mitigates impacts and still constructable  
Alt 5 is prohibitatively expensive and has a low chance of ever  
being built  
Choose 3-A



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Brandn Creel  
Address: 2027 Princeswood Ln.  
Shreveport, LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I think option 1 is the best way of route, if it can't be that then I think 3A is the best alternative, Either way I think it needs to get done. It will bring jobs & a large investment to a city that needs it desperately.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Jonathan Semy  
Address: 504 N. Mansborough Circle  
Shreveport, LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

In my opinion it seem Alternative 1 is the most efficient option to have a positive impact to the community. If Option 1 is not acceptable the 3-A is the second best.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



Get - it Done!

STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: David Zimmel  
Address: 1450 Yale Ave  
Shreveport LA 71103

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I <sup>like</sup> ~~love~~ option 3A with the round about interchanges.

I have 4 ideas for making it actually improve the situation in the neighborhood.

+ Work super hard to keep everyone in the neighborhood. It ~~is~~ sounds like the real estate package is good but no one knows about it. streamline keeping peop in the neighborhood.

+ side walks & street lights! right now our highways often have terrible or missing sidewalks work hard not to cut off the existing neighborhood

+ re-evaluate all the ~~street~~ traffic lights within 5 blocks of the new highway all the ones along pierre & allen are old & slow & out of date.

+ if there are public places & under overpass parks, ect, include a water fountain for drinking

I'd be happy to talk more about any of these ideas to make them better or help work with residents of our neighborhood to make sure their concerns are heard, & people can get what they need.  
david.zimmel@gmail.com



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: Oct. 17, 2023  
Name: Paige Hoffpauir  
Address: 1064 Gabrielle's Turn  
Shreveport, LA  
71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

#1 is the BEST,

Most Direct, +

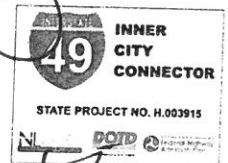
Economical Solution

which will positively affect

ALL the areas it goes through,

even if it means moving residents who have chosen

to rebuild there, knowing the route was possible for this connection for



The Past 17 Years.

PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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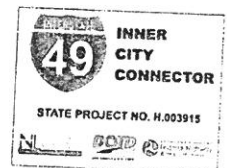
Email: kerryoriol@providenceeng.com  
Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: David Ginsburg  
Address: 404 Ontario  
Shreveport, LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Clearly, Alternative #1 or #2 would be the most economical, most direct routes impacting the smallest number of residences and business in its path. The people of this whole community have been really put out by the delays after delays that have only served to make the final cost much more than they could have been. The economic impact of a completed project has been kicked down the road and presently only serves to make it harder to dig it out and be competitive.

After all the years of "study" and delay, projecting another 10-20 years to completion is truly disheartening!



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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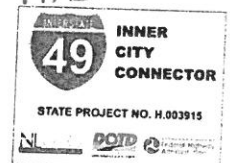
Email: kerryoriol@providenceeng.com  
Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10.17.2023  
Name: WILLIAM HARTMAN  
Address: 1031 DUDLEY DR  
SHREVEPORT LA  
71104

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I SUPPORT BUILD ALTERNATIVE FIVE (5) FOR THE FOLLOWING REASONS:

- 1) IT KEEPS A LIMITED ACCESS RAISED HIGHWAY OUT OF THE INNER CITY.
- 2) IN THE LONG RUN PROPERTY IN ALLENDALE WILL BE MORE VALUABLE FOR DEVELOPING THE TYPE OF PROJECTS PEOPLE IN THE FUTURE THAT PEOPLE WILL WANT TO LIVE AND WORK IN,
- 3) HWY 3132 IS IN DESPERATE NEED OF REPAIR NOW. IT IS A BETTER INVESTMENT TO UPGRADE THIS EXISTING HIGHWAY NOW THAT SERVES AS A VITAL LINK WITHIN THE CITY, CONNECTING BARKSDALE AFB TO THE AIRPORT, TO THE PORT, ALL ALONG THE ROUTE ARE PRIME INDUSTRIAL PROPERTIES WAITING TO BE DEVELOPED.
- 4) ALTERNATIVE CAN BE COMPLETED BEFORE THE INNER CITY CONNECTOR AS MOST OF IT IS ALREADY IN PLACE.





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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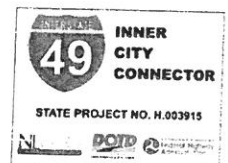
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Emily Johnson  
Address: 3347 Alexander Ave  
Shreveport, LA 71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

- 1) Highways have caused division of neighborhood + hurt community
- 2) Because of the gentrification of neighborhoods in the past
- 3) Therefore preserve us route 3A or route 1 if able for easy flow of traffic



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Osita John Perkins  
Address: 310 Gentilly Circle  
Shreveport LA  
71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I am writing to express support for Build Alternative 5  
In an FHWA letter to then US Senator John Breaux, Mr Thomas  
J Ptak, Associate Admin for Program ~~Admin~~ Development  
pointed out that all of the routes at that time were  
illegal due to the 1965 Transportation Act and National Environment  
Policy Act ~~the~~

The Loop (3132) could use the federal dollars NOW  
to repair and upgrade to Interstate standards and already connects  
the two spurs of I-49.

Please recognize and uphold the FHWA decision of 1996

It is waste, fraud, and abuse to bring this zombie  
highway back to life after it was decided in 1996

Please stop bringing this back again and  
again



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Margaret Ayles  
Address: 3253 Green Terrace Rd  
Shreveport, LA 71118

PLEASE CONSIDER THE FOLLOWING COMMENTS:

As of 1996 this is illegal and a total waste of taxpayer money. Most of the impact on the area involved, Allendale, is extremely negative. 3132 to 220 is a sensible and existing option so why do we need to spend more money on a bundoggle when there is need for bridge repair and/or replacement.

If you do anything, please use <sup>5</sup> ~~the~~ ~~existing~~ ~~highways~~

The Federal govt. and other cities and states show the promises of economic advantage and growth are false. Even I-20 & I-49 did not live up to promises of growth and prosperity.

YES to OPTION 5  
existing highways



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I-49 INNER CITY CONNECTOR  
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ROUTE I-49  
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*This project is critically important for the region and the nation. The state has some funding to get started if it proceeds soon.*



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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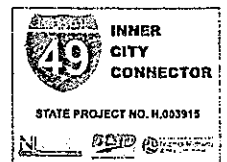
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-23-23  
Name: Gail Ross  
Address: 2305 Oakwell Road  
Dossier City, LA 71111

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I believe this needs to be completed to complete the connection, it has been  
A long time coming. lets get this done!



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



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ROUTE I-49  
SHREVEPORT, LA

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Jenni Brazzale  
Address: 2300 Cortez Court  
P.O. Box 71111  
B.S. 71111  
318 218-6250

PLEASE CONSIDER THE FOLLOWING COMMENTS:

3A Route 3A first choice

Route 1 is my second choice

We hate that we are losing all our people to leave go to another state

Why insurance, taxes - for two reasons.



Time We are waiting our

Not that Ohio will  
matter. They do what  
they want

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



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ROUTE I-49  
SHREVEPORT, LA**

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-2023  
Name: Lloyd Brown  
Address: 6680 Wilbert Place  
Shreveport, LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*I recommend and prefer Route 1*





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



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ROUTE I-49  
SHREVEPORT, LA**

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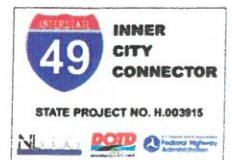
Date: Oct 17, 2023  
Name: Jordan Pothier  
Address: 521 Merritt Rd  
Burton, LA 71006

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

1 or 1a the straightest way through.

We need to have the easy direct efficient route for semi's & traffic.

1 or 1a je



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



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ROUTE I-49  
SHREVEPORT, LA**

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: ADAM WEST  
Address: 529 N MARLBOROUGH CIR  
SHREVEPORT LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I would like to express my support for Route 1 of the proposed options. This seems to be the most direct route to allow the flow through the city to be as smooth as possible with the least cost to the taxpayers.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



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ROUTE I-49  
SHREVEPORT, LA

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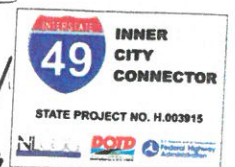
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1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Beth Waldrop  
Address: 4612 Orchid St.  
Shreveport 7105

PLEASE CONSIDER THE FOLLOWING COMMENTS:

PLEASE connect the I 49 interstate without roundabouts or "slow-roll" <sup>streets</sup> ~~exits~~. A straight shot (or curved) with a steady speed limit. We need this! Our city needs it! Our economic survival requires it! No more politics! Do the right thing for the majority!  
Please!



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-16-23  
Name: MARK SANDERS  
Address: 10455 LINWOOD AVE  
SLIBS LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

No Roundabouts please

were talking 10 blocks  
Buy each Property for 1,000,000.00 each And Let  
Them Have a Great life and Build the Road/Interstate  
Those Renting Move and pay their Rents for 10 years each

Had we ~~approached~~ approached this with these figures  
10 years ago this project would have been  
done at 1/2 the cost

Come on I'm Almost 70  
I want to Drive on this  
Before I Die!



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



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ROUTE I-49  
SHREVEPORT, LA**

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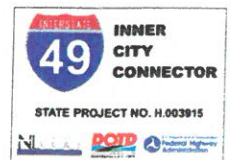
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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Adam Rimmer  
Address: 1013 West Pointe Corp  
Shreveport LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Alternate route 1 is the most reasonable option.*



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



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ROUTE I-49  
SHREVEPORT, LA**

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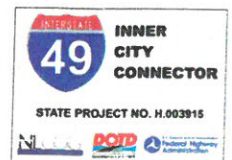
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: William Boston  
Address: 1036 Waters Edge Cir  
Shreveport, LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Prefer Route 1

WE NEED THIS COMPLETED TO ENCOURAGE ECONOMIC DEVELOPMENT AND REINVESTMENT IN THE INNER CITY.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
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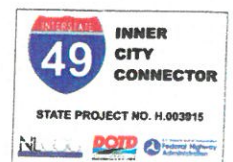
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Chris Kinsey  
Address: 401 Edwards  
Suite 1805  
Shreveport, La. 71101

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I strongly endorse option #1

This has dragged on for too long!



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



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ROUTE I-49  
SHREVEPORT, LA**

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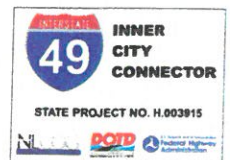
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: EDUARDO TAYLOR  
Address: 1029 W. POINTE LOOP  
SHREVEPORT LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

10A:





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



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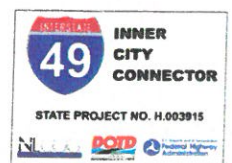
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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Melinda Kent  
Address: 339 Providence Pl  
Shreveport, La. 71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I feel after reviewing these plans, over the last several years, that State 1 route is the one I agree on. The area of Attendale is not historical in nature and should not hold of an economic boost that is very much needed in this area.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



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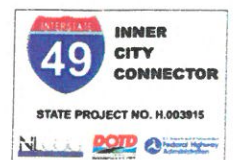
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1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Jennifer Elliott  
Address: 8360 W. 70th

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I is the best and most direct. 3A would be the best alternative.



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I-49 INNER CITY CONNECTOR  
STAGE 1**



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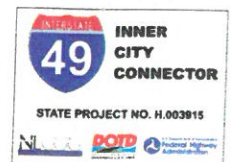
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: JEROME COX  
Address: 2138 HIGHLAND AVE  
SHREVEPORT LA 71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I, JEROME COX SUPPORT RT #1 + #3. I THINK IT IS  
IMPASTANT TO GET THIS PROJECT DONE AS POSSIBLE  
TO ENSURE GROWTH IN OUR CITY AS A WHOLE....

"THE BEST IS YET TO COME" THANK YOU.



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I-49 INNER CITY CONNECTOR  
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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: JOHN W GLASSSELL JR  
Address: PO BOX 217  
BELCHER, LA 71004

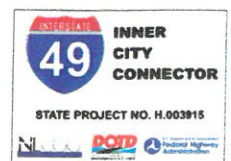
PLEASE CONSIDER THE FOLLOWING COMMENTS:

IT IS HIGH TIME THAT WE FINISH I-49 THROUGH THE CITY! Build Alt. # 1, #2, and #3 are all good routes. Build Alt #3A is also a good route. THEY ALL serve the purpose of connecting I-49 N to I-49 S.

THAT BUILD #5 IS ABSOLUTELY WRONG!  
It defeats the purpose of the connector!

People from North Caddo Parish need the connector to get to South Shreveport directly, without having to fight all the red lights on N Market St and downtown!

Most major retailers, businesses doctors offices, workplaces are in SE Shreveport. Access to these will be shortened by at least 15 Minutes with an I-49 connector.



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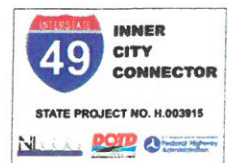
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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: Oct. 17, 2023  
Name: Lilly Rose Douglas  
Address: 9045 Newcastle Drive  
Shreveport, La. 71129

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*My name is Lilly Rose Douglas, I live at 9045 Newcastle Drive Shreveport, La. 71129. I vote to use the plans for Build Alternative 3 A. I feel this would benefit to residence, neighbors, and the city of Shreveport, Thank you for kindness*

*Sincerely Yours  
Lilly Rose Douglas*



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SHREVEPORT, LA**

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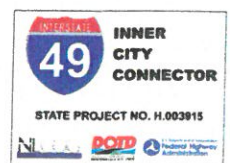
**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: STEVEN R. HILL  
Address: P.O. BOX 387  
BLANCHARD LA 71009

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

BUILD ALTERNATIVE BAI MAKES THE MOST LOGICAL SENSE FROM A BUILD/COST PERSPECTIVE AND FOR TIME SAVING. THERE IS NO REASON WHY WE SHOULD NOT BUILD THIS CONNECTOR. IT WILL NOT ADVERSELY EFFECT THE ALLENDALE NEIGHBORHOOD IN AS NEGATIVE MANNER, AS IS PORTRAYED BY THE MEDIA AT LARGE. PLEASE GET IT DONE. IT'S BEEN TOO LONG IN THE MAKING. FROM A PUBLIC SAFETY PERSPECTIVE, THAT CONNECTOR COULD BE A LIFE SAVER FOR SOMEONE EXPERIENCING A MAJOR TRAUMA EVENT THAT LIVES IN NORTH CANNO OR BOSSIER PARISHES THAT NEED TO GET TO OUR LEVEL 1 TRAUMA CENTER, IF WEATHER WILL NOT PERMIT LIFE-AIR TO FLY.

THANK YOU.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Ross P. Barrett  
Address: 450 Piedmont  
Shreveport LA 71106

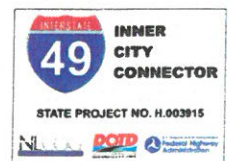
**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

As a business owner, real estate investor, and community leader (sit on the C-100, Greater Bossier Economic Foundation) I strongly support immediate completion of Build Option #1. Specifically, this is the "straightest" + shortest path - it is also the cheapest + best use of taxpayer money.

Also, I commit as a business leader to invest in the area but no one will invest if there is uncertainty. We need a record of decision quickly - it has been too long.

Finally - the Shreveport region is ideally situated as a transportation hwb. Completing this will go a long way to help all of Louisiana - both NW LA as well as ultimately the ports in south Louisiana.

Thank you for your professionalism - it is time to act.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Edward Walsh  
Address: 164 Promenade Ave  
Shreveport, LA  
71115

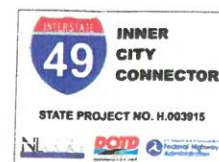
**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Please consider option #1. It is the most direct route to finish I-49.

This is a public safety issue that we must fix. If our state suffers a catastrophe we need to get residents to safety. The completion of I-49 would make any evacuation seamless.

We also need to protect the Shreveport water supply. By allowing chemicals to cross the waterway. Any serious ~~accident~~ accident can have on going consequences.

It is time to build!





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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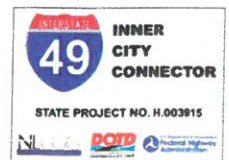
**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: FRED KENT  
Address: 339 BRINSLEY PL  
SHREVEPORT, LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I recommend Alternative 1! It is the shortest route and is the least expensive. The problem with 3A is the loop going over 2 waterways with bridges! I believe the connection to the north has been built at a substantial cost and we need to finish this project we have been working on for years.

Sincerely,  
Fred Kent



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 9/17/23  
Name: W D SLACK  
Address: 4404 Gilbert Dr  
Shreveport, LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Route 1 ASAP



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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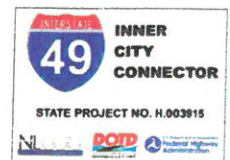
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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: ERIC BARKLEY  
Address: 112 DEER CHASE PT.

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I am strongly in favor of building the I-49 inner city connector. My preference is for route 1 as it is the shortest, most direct and least disruptive of the routes. I respect that there is a process being followed and if for some reason Route 1 isn't feasible, I would prefer 3A as the alternate route. The main thing is to build the connector and move the process along as quickly as possible. Thank you for the opportunity to comment.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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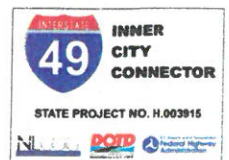
**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: \_\_\_\_\_  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Route One is the best, most direct, economic, and logical choice.*

*Bess Walker  
Walker-Alley & Associates  
401 Marked f St Suite 1000  
Shreveport, LA 71101*



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: ROBERT POUL  
Address: 7225 Fern Ave  
Shreveport, LA 71105

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Alternative Route #1*

*Routing 18 wheels through downtown has cause so many accidents & road issues. We need this completed NOW!*

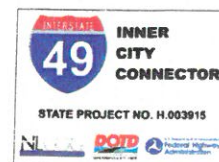
*We need Alternative #1, the quickest most cost efficient, and I have seen the economical impact it will provide for the downtown & neighborhood residents.*

*As the fire & ambulance drive time will help the neighborhoods of Allen and Ledbetter.*

*Alternative #1 is best for Caddo & Bossier parish. Every business and all citizens.*

*Please do not listen to outside voices! - listen to the citizens who live in this community.*

*Thank you*



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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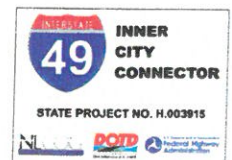
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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Barbara Pou  
Address: Palmer Petroleum Inc.  
425 Ashley Ridge, #360  
Shreveport, LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

My family company has been downtown for over 25+ years. The truck traffic is horrible. I-49 needs to be completed and in the most efficient manner possible. I believe Route 1 is the best way to go!

*Barbara Pou*



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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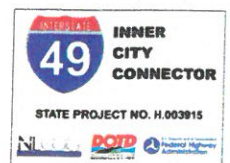
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: \_\_\_\_\_  
Name: Wayne Brown  
Address: 8610 Glenhaven  
Spport, La 71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Support IA route



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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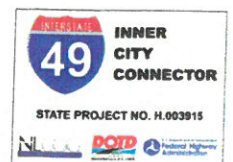
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Joe E. Ford Jr.  
Address: 1255 Main Street  
Elm Grove, LA 70801

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Build  
I would choose ALTERNATE No 1. THIS IS the  
most logical route that runs between P. street & Main Avenue





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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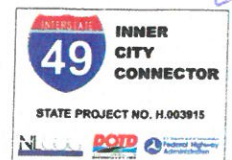
Date: 10/17/2023  
Name: Benjamin Arnold  
Address: 1110 Kimberly Dr.  
Shreveport, La.  
71118

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I favor Option 5 because it best maximizes existing infrastructure and infringes least on the rights of Allendale residents. I am ~~am~~ appalled that a select group of influential individuals are attempting to use this process as a means of tyranny. I've no doubt that everyone of the Committee of 100 have complained about the tyranny of government, while now attempting to use it for the same purpose. It is utter hypocrisy!

Each member have no doubt calculated that potential profit on their preferred routes. This entire affair should be handled as a business opportunity for Allendale residents, with each being offered a significant amount for the prospective value of their homes. Most would've likely accepted a lesser amount but, rather than treating them with the dignity and respect they deserve as homeowners and tax paying citizens, they've been treated as obstacles in the way of the agenda of a few.

The hypocritical and tyrannical agenda of the Committee would treat our community as a fiefdom, with no regard for liberty!



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Erin Bryant  
Address: 7330 Lakewood  
Shreveport, LA 71119

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I believe the most direct route should be the route, which looks like 1 or 2. Route 5 seems to be costly & not direct.





October 17, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: I-49 Inner-City Completion Support  
Shreveport, Louisiana

To Whom It May Concern,

I am writing this letter in support of Alternate Route #1. This 3.5 miles of Inner-City Connector will connect Winnipeg Canada to South Louisiana and will add jobs and provide an economic impact of \$800 million to North Louisiana. My company, Fire Tech Systems, has a fleet of 65 trucks and services 6 states, and are incurring additional costs for fuel and maintenance as a direct result of not completing this critical artery of our city.

The completion of the I-49 ICC carries a magnitude of benefits for our community along with economic development and growth. We support the closest, most cost effective and direct route through the City of Shreveport connecting I-49 with I-20 and I-220. It is a project that is long overdue and our community has been supporting over two decades. This important transportation project must be completed for the economic prosperity of our entire region.

I have enclosed a letter from 2019 by the Community Leaders of North Louisiana where over 200 plus leaders in our community has signed off supporting Route 1 and the completion of I-49 ICC.

Sincerely,

A handwritten signature in blue ink that reads "Linda M. Biernacki". The signature is fluid and cursive, written in a professional style.

Linda M. Biernacki  
President  
Fire Tech Systems, Inc.

Enclosure

FIRE TECH SYSTEMS OFFERS DESIGN, INSTALLATION, INSPECTION, MAINTENANCE AND WEB BASED REPORTS FOR THE FOLLOWING:

Fire Sprinklers • Fire Alarms • Fire Extinguishers • Nurse Call • Fire Suppression Kitchen Hoods • Special Hazards • Security Cameras  
721 N. Ashley Ridge Loop, Shreveport, LA 71106 PHONE (318) 688-8800 FAX (318) 688-8844 • [www.firetechsystems.com](http://www.firetechsystems.com) • LA #F583

# COMMUNITY LEADERS *of* NORTH LOUISIANA

The Honorable John Bel Edwards  
Governor  
State of Louisiana  
P.O. Box 94004  
Baton Rouge, LA 70804

Wes Bollinger  
Louisiana Division Administrator  
Federal Highway Administration  
5304 Flanders Drive, Suite A  
Baton Rouge, LA 70808

The Honorable Shawn Wilson  
Secretary  
Louisiana Dept. of Transportation & Development  
1201 Capitol Access Road  
Baton Rouge, LA 70802

Kent Rogers  
Executive Director  
NLCOG  
625 Texas Street, Suite 200  
Shreveport, LA 71101

Rich Major  
Interim CEO  
Providence Engineering  
1201 Main Street  
Baton Rouge, LA 70802

Dear Sirs:

This letter is being sent to express our concerns with the continued delays in the environmental review process for the I-49 Inner-City Connector (ICC) project in Shreveport, and to request your immediate assistance in ensuring the task is completed quickly and correctly.

Though it has long been understood that the ICC is vital to the sustainability and advancement of Northwest Louisiana and the surrounding region, it is even more important today. As our state begins the long and difficult process of rebuilding its economy following the COVID-19 pandemic, we must prioritize key infrastructure projects that will stimulate economic growth and put our people back to work. Completing the ICC will result in an estimated \$800 million in annual impact in Louisiana and thousands of new jobs.

As you know, the environmental review process for the I-49 project is required by the National Environmental Policy Act (NEPA). While this is a federal statute, the leaders of each state typically assume the responsibility of satisfying its requirements, namely preparing a project's environmental impact statement (EIS). Without an EIS it is not possible to obtain a final Record of Decision (ROD) by the Federal Highway Administration (FHWA), which is necessary to complete a project's construction.

Although Louisiana has routinely completed an EIS in a timely manner for many other federal/state projects in the past, the ICC has been a frustrating exception. While the community leaders and elected officials signed on to this letter have worked tirelessly for years to advance the ICC, the countless delays and missed deadlines with the EIS have created a roadblock.

By any objective measure, the ICC EIS has been an outlier. More than three years ago, in April 2017, it was estimated and publicly reported that a ROD would be issued by December 2017 or January 2018. Of course, it was not, and many subsequent deadlines for completion have also been missed.



Greg Tarver  
Senator (District 39)



Robert Mills  
State Senator (District 36)



Sam Jenkins  
State Representative (District 2)



Roy Burrell  
Caddo Commissioner (District 5)



Adrian Perkins, Mayor  
City of Shreveport



Lo Walker, Mayor  
City of Bossier City

Taylor Jamison Chair, Shreveport-Bossier  
African American Chamber

Linus Mayes, Reverend

Greg Lott, President  
Committee of 100, Northwest Louisiana

John George  
Biomedical Research Foundation

Michael Olivier, Committee of 100  
State of Louisiana

Tim Magner, President  
Shreveport Chamber of Commerce

Lisa Johnson, President  
Bossier Chamber of Commerce

Sue Nicholson, President & CEO  
Monroe Chamber of Commerce

Patrick Harrison, Immediate Past President  
Shreveport Chamber of Commerce

Pat Murphy, President  
BOMA (Business Owners & Managers Association)

Additional Company/Organization Supporters:

Joseph Fuller, Jr., Alexandria City Council at Large  
Malcolm Larvadain, Alexandria City Council District 1  
Jules Green, President- Alexandria City Council District 3  
Clifford Moller, Executive Director-Greater Alexandria Economic Development Authority  
Martin W. Johnson, President-Central Louisiana Business League  
Attorney Kelvin Sanders, Alexandria  
Fifty (50) Member Shreveport Economic Recovery Task Force

Alexandria Chamber of Commerce, Joe Haggarty  
Atco Investment Company  
Black Pearl Investments  
Clifford Moller  
C. W. Lane Company, Inc.  
Eagle Distributing  
Eden Gardens Neighborhood Association  
EGH Operating, LLC  
Elm Grove Holding, LLC  
Executive Director-Greater Alexandria Economic  
Development Authority  
Fire Tech Systems, Inc.  
Gordon Inc.  
Gray Eagle Properties  
Grigsby Petroleum, Inc.  
Hand Construction  
Heard, McElroy and Vestal, LLC.  
Heritage Energy Company  
HTM Personal Concierge, LLC  
Lakeside Area Neighborhood Association  
Louisiana Coalition to Fix Our Roads (LCFOR)  
Louisiana Motor Transport Association  
McElroy Metal  
Majestic Tent & Event

McNew Architecture, APAC  
Metro Aviation  
Mooretown Neighborhood Association  
Music Mountain Water Company  
North Shreveport Business Association  
Oschner LSU Health Shreveport, Chuck Daigle  
Progressive Bank  
Red River Chevrolet  
Roberts Property Management, Inc.  
Sci-Port Discovery Center  
Sealy & Company  
Sistrunk, Adam  
Skrivanos Engineering, Stephen F. Skrivanos  
Somdale Associates, Chris Elberson  
Sound Fighter Systems, LLC  
Specialist Hospital Shreveport, LLC  
Storer Services, Craig Storer, President  
SWEPCO – Malcolm Smoak, President & COO  
The Central LA Regional Chamber of Commerce  
Vintage Title of Louisiana, Inc. by P. Carter Rogers  
Weiland Construction  
Wholesale Pump & Supply, Inc.  
William M. Comegys, III  
Willis-Knighton Cardiology

# LOUISIANA HOUSE OF REPRESENTATIVES



## THOMAS A. PRESSLY State Representative ~ District 6

Louisiana Department of Transportation and Development  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245

RE: I-49 Inner City Connector  
Shreveport/ Caddo Parish  
Build Alternative 1 Preferred

Dear Secretary Eric Kalivoda,

As consideration is given to completion of the 3.8 mile Inner City Connector of I-49 through Shreveport/ Caddo Parish, I would like to convey my support for Build Alternative 1 as the best route for completion of I-49. Build Alternative 1 provides access to the downtown area of Shreveport/ Bossier City and would provide connectivity for the citizens of Northwest Louisiana. In addition, it would also enhance economic development and accessibility for tourism in the area.

If Build Alternative 1 is determined not to be feasible, then Build Alternative 3A Roundabout Option would be the next preferred route. This option will also provide access to the downtown area and access of northbound traffic toward Ford Street.

The commitment of DOTD to making I-49 a priority will ensure that this project will move forward quickly. The completion of I-49 is essential for the continued economic progress of the Shreveport/ Bossier City area and the state as a whole and needs to move forward as quickly as possible.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas A. Pressly".

Thomas Pressly

# Ivan Smith FURNITURE

Corporate Office: 5434 Technology Drive, Shreveport, LA 71129 • Phone: 318-688-1335 • Fax: 318-688-0628 • www.ivansmith.com

October 16, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: I-49 Inner-City Completion Support

To Whom it May Concern,

This is a letter of support for the completion of the I-49 Inner-City Connector.

Our family business was established in downtown Shreveport in 1961 by my grandfather, Ivan Smith Sr. From very humble beginnings, we have grown to operate in three states with over 600 employees. Shreveport is our base of operation and supports all locations via a large distribution center and a fleet of trucks. The completion of the ICC will be a huge win for not only getting to our store locations, but also decrease delivery times for customers, increase store access for shopping and also expand our hiring footprint.

We are grateful for the recent push to come to a record of decision and look forward to the completion of the ICC in the near future. Not only will this benefit our company, employees and customers, but also make Shreveport a better distributor hub for other large employers looking for a new home.

Sincerely,



Trey Smith  
Owner  
Ivan Smith Furniture, LLC

Louisiana  
Shreveport, Bossier City,  
Alexandria, Bastrop, DeRidder,  
Jonesboro, Mansfield,  
Minden, Monroe, Natchitoches,  
Rayville, Ruston, Springhill,  
Winnfield, Winnsboro

Arkansas  
Camden, Crossett,  
El Dorado, Hope,  
Magnolia, Nashville,  
Arkadelphia

Texas  
Athens, Atlanta, Carthage, Center,  
Emory, Greenville, Gun Barrel,  
Longview, Lufkin, Marshall,  
Mt. Pleasant, Nacogdoches,  
Palestine, Paris, Sulphur Springs,  
Texarkana, Tyler



JAMES D. GOSSLEE  
PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

Please use this form if you have any questions, comments, or concerns of which you would like the project team to become aware and to ensure that your comments are included in the official transcript for this public meeting.

Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

Email: kerryoriol@providenceeng.com  
Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: JAMES GOSSLEE  
Address: 8805 LING AVE  
SHREVEPORT, LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Attached is my letter, I am in favor of 1 but if 3A is the one approved, fine with me.

Just need this project to go forward.

Shreveport and Mandeville needs the economic development that this connector will provide.

Thank you

Jimmy Gosslee  
Coldwell Banker Gordon  
318 218 6258



# James D. Gosslee

October 17, 2023

To Whom It May Concern:

As an owner and chairman of Coldwell Banker Gosslee, the largest real estate company in Northwest Louisiana for 48 consecutive years, I am asking for approval of the I-49 connector as soon as possible.

I have been working with the Committee of 100 and both Shreveport and Bossier Chambers of Commerce on this project for 20 years and almost all our city leaders have continuously voiced their support for this project. I'm not sure why it has taken so long to get this much-needed connector through Shreveport but, gratefully, now it seems it will finally get approved.

My choice is the most direct route (Route 1) starting at I-20 and moving north. Any route that gets approved will be acceptable—we just need it done as quickly as possible.

I have worked in economic development my entire 48+ year real estate career. Shreveport-Bossier needs jobs and this I-49 connector is vital. We compete with other cities our size for new projects and the lack of a continuous I-49 from Lafayette to Texarkana hurts our chances for growth. We could and should be the largest distribution hub in the southeast United States.

Please do not delay this decision any longer. Let's choose the route and get started. Costs are not going down on construction so the sooner we start, the better for all the residents, businesses and future development in Northwest Louisiana.

Thank you in advance for your efforts in gaining a quick approval of the project and securing the Record of Decision to complete this project.

Sincerely,



James D. Gosslee  
Chairman

**318.218.6258 Cell | [JGosslee@JGosslee.com](mailto:JGosslee@JGosslee.com)**

8805 Line Avenue, Suite 100, Shreveport, LA 71106 | 318.861.2461 Office | [ColdwellBankerGosslee.com](http://ColdwellBankerGosslee.com)

Each Office is Independently Owned and Operated



LOUISIANA HOUSE OF REPRESENTATIVES

810 E. 70<sup>th</sup> Street  
Suite A  
Shreveport LA 71106  
Email: hse003@la.gov  
Phone: (318) 862-3080  
Fax: (318) 862-3080



**Rep. Tammy Phelps**  
**State Representative ~ District 3**

**Committees**  
Education  
Labor and Industrial Relations  
Ways and Means  
Joint Legislative Committee on Capital  
Outlay

**Memberships**  
Democratic Caucus  
Louisiana Legislative Black Caucus  
Louisiana Legislative Women's Caucus

October 17, 2023

Louisiana Department of Transportation and Development  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

RE: I-49 Inner City Connector  
Shreveport / Caddo Parish, LA  
Build Alternative 1 Preferred

Dear Secretary Eric Kalivoda,

As consideration is given to which route to choose for the completion of the 3.8-mile Inner City Connector of I-49 through Shreveport / Caddo Parish, LA, I prefer Build Alternative 1 as the route I believe to be the best route for the completion of I-49. Build Alternative 1 provides access to the downtown area of Shreveport-Bossier and provides connectivity for the citizens of Northwest Louisiana.

If Build Alternative 1 is determined to not be feasible to construct, then Build Alternative 3A Roundabout Option is the next preferred route. Build 3A Roundabout Option also allows access to the downtown area and provides more connectivity to the area with the access of North bound traffic headed towards Ford Street.

I know with the commitment of DOTD to show I-49 as a priority that this project will move forward soon. The completion of I-49 through the inner city of Shreveport is greatly needed for the citizens of Shreveport-Bossier and the State of Louisiana and needs to move as fast as possible.

Respectfully,

A handwritten signature in blue ink, appearing to read "T. Phelps", is written over a printed name.

Representative Phelps



**BROWNBUILDERS**

October 16, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

Greetings to all concerned:

As President of Brown Builders, Inc. and a citizen interested in the present and future wellbeing of our state, region, and its citizens, I write fervently asking for your prompt support of the I-49 Inner City Connector from I-20 to I-220 through Downtown Shreveport.

Brown Builders is a Louisiana general contractor based for the past 52 years in Bossier City, Louisiana. Although we work throughout the Southeast United States, our primary geographic focus market is made up of the State of Louisiana plus East Texas and Southern Arkansas. Completing I-49 through the City of Shreveport will save our company substantial time and money.

In addition, the impact on our region as a whole of having this corridor is virtually immeasurable. Our existing business communities will benefit economically, and there will be a tremendous boost in our ability to attract new talent and industry to our area. Citizens north of the city will benefit from the increased safety and access to quality, timely medical care as they have clear access to the I-20 Corridor. These are simply a few examples of the many ways this much needed highway will make a difference for our citizens as well as visitors to the area and those traveling through.

Timely approval of and commencement of construction of this route also makes financial sense. In the more than a decade that we have been debating and waiting for construction to begin, material and labor costs have skyrocketed and the trend will only continue.

I hope that you will take into consideration the well being of our citizens and local businesses as well as the potential for future success and quickly complete all steps necessary to move this project forward.

Thank you,



Kristen Brown  
President



October 17, 2023

TO: Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: Letter of Support for the Completion of I-49 Inner City Connector

To Whom It May Concern,

Please let this letter serve as our strong support for the completion of the I-49 Inner City Connector. Our businesses are in the restaurant and retail sector, serving a wide cross-section of the community. Jacquelyn's Café is a lunch destination, founded in 1983, situated just a few blocks from the I-49 & I-20 interchange. Cuban Liquor is one of the South's oldest continuously operated liquor and gourmet retailers, founded in 1934, located next to the Pierremont Avenue exit of I-49. Southern Maid Donuts is located inside Rhino Coffee, Shreveport's locally-owned coffee roaster and retailer, in South Shreveport's Provenance Neighborhood (close to I-49's Southern Loop exit).

Each of our businesses will greatly benefit from the completion of the ICC. Our customer base will expand by having faster and more convenient access to business and personal travelers passing through town, as well as residents who currently have too far to travel to reach our locations. Many of our employees will also benefit by having a shorter commute to and from work. Lastly, our businesses and all local businesses stand to benefit from the greater economic development of this region, which can be further unleashed by the completion of the Connector. We support the shortest, most cost-effective, and direct route through Shreveport which can be agreed upon for connecting I-49 with I-20 and I-220.

Sincerely,

Grant Nuckolls  
Co-Owner

Andrew Crawford  
Co-Owner



# WILLIS-KNIGHTON HEALTH SYSTEM

## CORPORATE OFFICES

Jaf Fielder, President & CEO  
2600 Greenwood Road  
Shreveport LA 71103  
(318) 212-4000

## WILLIS-KNIGHTON

### MEDICAL CENTER

2600 Greenwood Road  
Shreveport, LA 71103

## WILLIS-KNIGHTON SOUTH

### & THE CENTER FOR

### WOMEN'S HEALTH

2510 Bert Kouns Industrial Loop  
Shreveport, LA 71118

## WK BOSSIER

### HEALTH CENTER

2400 Hospital Drive  
Bossier City, LA 71111

## WK PIERREMONT

### HEALTH CENTER

8001 Youree Drive  
Shreveport, LA 71115

## JAMES K. ELROD WK

### REHABILITATION INSTITUTE

1111 Line Avenue  
Shreveport, LA 71101

## JAMES K. ELROD WK

### INNOVATION CENTER

2105 Airline Drive  
Bossier City, LA 71111

## THE OAKS OF LOUISIANA

600 East Flounroy Lucas Road  
Shreveport, LA 71115

## WK PALMETTO VILLAGE &

### PALMETTO HEALTH PARK

1001 Lackland Boulevard  
Benton, LA 71006

## PROGRESSIVE CARE CENTER

2715 Albert Bicknell Drive  
Shreveport, LA 71103

## WK EXTENDED

### CARE CENTER

2550 Kings Highway  
Shreveport, LA 71103

## WILLIS-KNIGHTON

### CANCER CENTER AND

### PROTON THERAPY CENTER

2600 Kings Highway  
Shreveport, LA 71103

## WILLIS-KNIGHTON

### HEART & VASCULAR INSTITUTE

North Bossier Pierremont  
2727 Hearne Avenue  
Shreveport, LA 71103

## WILLIS-KNIGHTON

### PHYSICIAN NETWORK

1202 Louisiana Avenue  
Shreveport, LA 71101

## WK FITNESS & WELLNESS

Medical Center South Bossier  
Pierremont Pierre Avenue

## WK QUICK CARE

Pierremont Bossier South  
Kids Forbing  
Palmetto Stockwell

October 17, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

To Whom It May Concern,

As the region's only locally owned and operated health system, Willis-Knighton and its more than 7,000 employees rely on an efficient highway system to deliver our patients, employees and supplies to locations through the Shreveport/Bossier City metro area, including the North Shreveport/Blanchard area. Therefore, we understand the importance of I-49 in Caddo Parish and fully support its completion.

Because our hospitals are located on major corridors, our transport vehicles and supply delivery vehicles travel throughout the region on a daily basis 24/7. I-49 was envisioned as the north-south link in our interstate system and yet it has not been completed. We need to assure that we have an efficient way to move people and products without having to veer off course to again access what should be a simple, straight path for traffic to progress northward. Further, efficient interstate highways allow for the swift transport of people in critical emergency situations, including those who come to us for healthcare from throughout the region.

We have always advocated for moving heavy truck traffic, industrial traffic and through-traffic away from the streets of the city and directing them to interstate highways that are ideally suited to these entities. The long overdue completion of the I-49 Inner-City Connector (ICC) will serve that purpose and contribute to the safety of our community. It will also offer another incentive for transportation and logistics for businesses to consider Shreveport as a hub for services.

We have delayed long enough. It is time for bold advocacy for a swift completion of the I-49 corridor. I urge you to help lead our community forward with the completion of this segment of highway.

Sincerely,

Jaf Fielder  
President & CEO

This letter is written on behalf of the Greater Shreveport Chamber and the Shreveport-Bossier Committee of 100.

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

The Chamber and Committee of 100, in concert with the municipalities and many other organizations across the region, have been steadfast in our determination that this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

We recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. Our groups are on record supporting the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today on behalf of the thousands of businesses and tens of thousands of employees we represent, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

Please use this form if you have any questions, comments, or concerns of which you would like the project team to become aware and to ensure that your comments are included in the official transcript for this public meeting.

Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

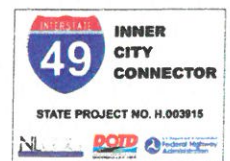
**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: LMJA  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

---

*See Attached*





**BARROW PEACOCK**  
STATE SENATOR  
DISTRICT 37



**SENATE**  
STATE OF LOUISIANA

**COMMITTEES**  
Judiciary A, Chairman  
Insurance  
Retirement  
Transportation, Highways  
and Public Works

October 17, 2023

Louisiana Department of Transportation and Development  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

RE: I-49 Inner City Connector  
Shreveport / Caddo Parish, LA  
Build Alternative 1 Preferred

Dear Secretary Eric Kalivoda,

As consideration is given to which route to choose for the completion of the 3.8-mile Inner City Connector of I-49 through Shreveport / Caddo Parish, LA, I prefer Build Alternative 1 as the route I believe to be the best route for the completion of I-49. Build Alternative 1 provides access to the downtown area of Shreveport-Bossier and provides connectivity for the citizens of Northwest Louisiana.

If Build Alternative 1 is determined to not be feasible to construct, then Build Alternative 3A Roundabout Option is the next preferred route. Build 3A Roundabout Option also allows access to the downtown area and provides more connectivity to the area with the access of North bound traffic headed towards Ford Street.

I know with the commitment of DOTD to show I-49 as a priority that this project will move forward soon. The completion of I-49 through the inner city of Shreveport is greatly needed for the citizens of Shreveport-Bossier and the State of Louisiana and needs to move as fast as possible.

Sincerely,

A handwritten signature in blue ink, appearing to read "Barrow Peacock".

Barrow Peacock



# NORTH SHREVEPORT BUSINESS ASSOCIATION

## Board Resolution

### 2023 OFFICERS

#### PRESIDENT

Peter Hays  
Cross Keys Bank

#### PRESIDENT-ELECT

Randy Robinson  
Gibsland Bank & Trust

#### SECRETARY

Diane Marlowe  
Franks Management Company, LLC

#### TREASURER

Debbie Martin  
Roberts and Murphy, Inc.

### 2023 DIRECTORS

Kathy Brown

Richard Carroll  
Carroll Insulation & Window Co., Inc.

Jay Hayter  
Edward Jones

Andrea Hollenshead  
Team Spirit Petroleum

Tuesday Houston  
CB&T of Vivian

Sherrie Johnson  
BPCC (Retired)

Bruce Roberts  
Roberts Property Management Inc.

John Smith  
John H. Smith, CPA, LLC

Brian Tull  
CB&T of Vivian

Gerald Joshua, Past President  
NLTC (Retired)

www.ShreveportNorth.org  
info@ShreveportNorth.org  
Telephone: 318-677-4397

1500 North Market Street  
Suite B-104  
Shreveport, LA 71107

## Supporting the Completion of Interstate 49 through an Inner-City Connector/Build Alternative 3A

**WHEREAS**, the North Shreveport Business Association has been an integral part of Economic Development in the North Shreveport area for over thirty-five years, has major interest in the transportation systems of this area, and has been a partner with local economic development agencies;

**WHEREAS**, Interstate 49, once completed, will be an integral part of an international controlled-access, North-South highway system linking the State of Louisiana to markets and destinations in Canada, Northern United States, and all intermediate points;

**WHEREAS**, the completion of I-49 through Shreveport/Bossier is vital to the economic development of Northwest Louisiana, as it will attract new businesses and industries to this area and open new markets to existing business and industry;

**WHEREAS**, I-49 has been, or soon will be, completed through Shreveport and Caddo Parish except for the final segment between Interstates 20 and 220, the location of which has yet to be determined;

**WHEREAS**, an urgent need exists for the designation of the location of this remaining segment of I-49, so that funding can be obtained and construction commenced and completed without further delay;

**WHEREAS**, the only feasible route for this remaining segment of I-49 is the Build Alternative 3A;

**WHEREAS**, the Build Alternative 3A will promote the quality of life, safety and economic opportunity in downtown Shreveport/Bossier and the neighborhoods that lie along the route, revitalizing those neighborhoods, and providing them with efficient transportation to other areas of the city;

**WHEREAS**, this route will also provide residents of the neighborhoods and towns to the north with faster access to the University Health Emergency Trauma Center and other health care facilities in Shreveport;

**NOW, THEREFORE, BE IT RESOLVED**, that the **North Shreveport Business Association** supports the designation of the Inner City Connector, being the Build Alternative 3A, as the route of the remaining segment of Interstate 49 through the City of Shreveport, and supports the construction of the highway in that location in a manner consistent with modern, best practices for the construction of urban highways, with due regard being given in the design and construction of the highway for the concerns of affected neighborhoods, residents and businesses.

**BE IT FURTHER RESOLVED** that on this 17th day of October, 2023 the **North Shreveport Business Association** urges and requests all governmental authorities having jurisdiction, as well as all local residents and businesses, to support the designation of the Inner City Connector/Build Alternative 3A as the route for the remaining segment of I-49 and urges and requests interested parties to refrain from future construction and development activities that would be inconsistent with that designation.



---

Peter Hays, President



---

Gerald Joshua, Past President



---

Diane Marlowe, Secretary



---

Debbie Martin, Treasurer



---

Bruce Roberts, Director

Dorothy Wiley  
1528 Clay St.  
Shreveport, LA 71101

TRANSPORTATION 10/17/23

Hi, my name is Dorothy Wiley. I am a resident of the Allendale neighborhood who has been threatened and damaged by the proposed urban freeway, the I-49 ICC that wants to come through our low-income African American neighborhood. And that's a great concern for me and the people of Allendale and other concerned citizens of Shreveport. Therefore, AllendaleStrong was formed as a learning-doing community so that we can improve our knowledge about what these inner-city freeways do to our neighborhoods.

Because Allendale Strong is an advocate for transportation equity I have learned that (1) Cities thrive by separating local business traffic from through traffic. A practical and reasonable alternative for the I-49 ICC is a business boulevard and using the existing loop Hwy 3132 for through traffic that connects I-49 south to I-49 north which is north of I-220. I feel that Federal Highway policies and practices should be fair when it comes to race, local urban communities and roadway designs. I believe that citizen and community values should be prioritized over engineering values. Infrastructure should not be looked at as only brick, mortar, rebar and cement. It should be looked at as a foundational investment that will help address systemic inequity and rebuild with a premium on community. (2) Allendale should have wealth building like it was in the past instead of 'redlining' neighborhoods where we are denied financial access. It's time to reimagine infrastructure, it should not be defined by wider freeways nor grand structures, but by its people, how we treat each other and the ability to create a country where we all can thrive. (3) NLCOG's flaws and inaccuracies have been exposed upon which Louisiana decision makers have long relied to create a \$30 billion backlog of unfunded highway maintenance and new mega projects. Our MPO Transportation works against Shreveport's master plan.

For these reasons I urge your support to (1) change policies where citizens values are prioritized over engineering values (2) Evaluate projects to get rid of health impacts (3) change growth policies to grow our city in and not spreading it out; induced demand is not a good thing (4) stop growth at 3132 and we would see more investment on alternative modes of transportation (5) upgrade our transit system and rail system, shift land use so that more of our daily needs are located within existing neighborhoods.

Let us come together so that forced displacement does not continue to be an unwelcome externality of transportation expansion.

Thank You! For coming to Shreveport to hear our comments and help us reach the outcome>>>>

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Aimee McFarland  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*SOP Attached*



AIMEE P. MCFARLAND, CPA  
PARTNER  
318-429-2063 DIRECT  
[AMCFARLAND@HMVCPA.COM](mailto:AMCFARLAND@HMVCPA.COM)



---

REGIONS TOWER  
333 TEXAS STREET, SUITE 1525 | SHREVEPORT, LOUISIANA 71101  
318.429.1525 (P) | 318.429.2124 (F)

October 17, 2023

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

In concert with the municipalities and many other organizations across the region, I have been steadfast in my determination that this roadway must be completed, and I have stated affirmatively and consistently that I believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

I recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. I am on record supporting the current locally preferred alternative, Route 1 through the city, as I believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, I firmly believe that a route through the city is critical to the completion of this project. Thus, I affirm my support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

My focus and concern has always been the completion of this vital roadway, and so today I call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

Sincerely,

A handwritten signature in dark ink that reads "Aimee P. McFarland". The signature is written in a cursive, flowing style.

Aimee P. McFarland, CPA, Partner

APM:krf

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: NLEP  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*





NORTH LOUISIANA ECONOMIC PARTNERSHIP

October 11, 2023

Mr. Kent Rogers  
Executive Director  
Northwest Louisiana Council of Governments  
625 Texas St, #200  
Shreveport, LA 71101

Dear Mr. Rogers,

I am writing to you to reaffirm the strong interest of the North Louisiana Economic Partnership (NLEP) and its stakeholders in seeing the completion of the remaining portion of Interstate 49 (I-49) in Caddo parish, referred to as the Inner-City Connector. In 2016, NLEP's Board of Directors issued a resolution in support of I-49's completion that is included with this letter and we stand by that resolution today.

Key points that we would like to emphasize from our 2016 resolution include:

- I-49, once completed, will be an integral part of an international controlled-access North-South highway system, linking the State of Louisiana to markets and destinations in Canada, Northern United States, and all intermediate points. This would be a great selling point in our business attraction efforts to add alongside the recent merging of Canadian Pacific Railroad and Kansas City Southern Railroad (now CPKC), creating a continuous rail network connecting all North American countries and with an operations hub in Shreveport.
- The completion of I-49 through Shreveport is vital to the economic development competitiveness of NLEP's service territory, as speed to market and supply chain management have become even greater challenges and priorities for the industrial companies we target since the COVID-19 pandemic created terrible disruptions to business operations. A completed I-49 will be a highly marketable asset in attracting new business and industry to the region and possibly open up new markets for our existing industry.
- Completing the Inner-City Connector will improve the safety of Shreveport residents as heavy tractor trailers and industrial transport vehicles would be removed from city streets, in particular the main thoroughfare through downtown Shreveport.

ECONOMIC DEVELOPMENT • WORKFORCE • ADVOCACY

Regions Tower, 333 Texas Street, Suite 411 • Shreveport, LA 71101 • 318.677.2536 | 7500 Millhaven Rd, Room 138 • Monroe, LA 71203 • 318.348.1872

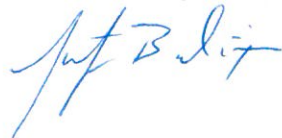
[www.nlep.org](http://www.nlep.org)



Additionally, there is a nationwide focus right now on infrastructure improvement with the passage of the Infrastructure Investment and Jobs Act in 2021 and opportunities exist for Louisiana to access federal funding that may not be available in the future.

We appreciate the complexity of this process and the great concern of all residents of the area in seeing a final plan decided upon. However, we must take advantage of this extraordinary time and make a final decision to move forward. There is no reason to delay this matter further. I thank you for your consideration of this letter of support for the completion of I-49 in Shreveport.

Most sincerely,



Justyn B. Dixon  
CEO

Attachment: 2016 Resolution



**Board Resolution of Support**

**Supporting the Completion of Interstate 49 through an Inner-City Connector**

**WHEREAS**, The North Louisiana Economic Partnership is an Accredited Economic Development Organization, which provides professional economic development services to the 14 parish region of North Louisiana, including lead generation and prospect management. The organization also represents the interests of North Louisiana with a unified voice and as a single point of contact. It acts as a catalyst, a convener, and a connector in the region to ensure that North Louisiana's economic development potential is realized, its vision is for "*North Louisiana to be a thriving region-a destination for high quality talent, innovative companies, and global investment*";

**WHEREAS**, Interstate 49, once completed, will be an integral part of an international controlled-access, North-South highway system linking the State of Louisiana to markets and destinations in Canada, the northern United States, and all intermediate points;

**WHEREAS**, the completion of I-49 through Shreveport is vital to the economic development of all of North Louisiana including the 14 parishes represented by NLEP, as it will attract new businesses and industries to this area and open new markets to existing business and industry;

**WHEREAS**, I-49 has been, or soon will be, completed through Shreveport and Caddo Parish except for the final segment between Interstates 20 and 220, the location of which has yet to be determined;

**WHEREAS**, an urgent need exists for the designation of the location of this remaining segment of I-49, so that funding can be obtained and construction commenced and completed without further delay;

**WHEREAS**, the most feasible route for this remaining segment of I-49 is the direct route running within a 3.5-mile corridor between the existing intersection with Interstates 20 and the intersection with Interstate 220 presently under construction;

**WHEREAS**, this direct route, in addition to being the shortest and the least expensive route, will promote the quality of life, safety and economic opportunity in downtown Shreveport and the neighborhoods that lie along the route, revitalizing those neighborhoods, and providing them with efficient transportation to other areas of the region;

**WHEREAS**, this inner-city direct route will benefit the overall neighborhood in the vicinity of this route by allowing improvements near this defined route and provide a plan around which economic development can take place;

**WHEREAS**, this route will also provide additional jobs for the Minority Supplier Institute contractors which benefits North Louisiana for the I-49 project construction and surrounding construction work;

**WHEREAS**, this direct route will also provide residents of the neighborhoods and towns to the north with faster access to the University Health Emergency Trauma Center and other health care facilities in Shreveport;

**WHEREAS**, the so-called "Loop-It" alternative, by which I-49 would be routed in a circular manner along an existing path, is economically unfeasible when upgrading those highways to the required standards, and would deny the many benefits of the most direct route;

**WHEREAS**, many of the perceived problems that some believe will result from the direct route can be mitigated or avoided with the use of modern, best practices;

**WHEREAS**, further delay in the designation of the route of the remaining segment of I-49 will result in an unnecessary postponement of the benefits of completion of I-49;

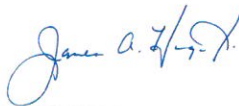
**NOW, THEREFORE, BE IT RESOLVED**, that the **North Louisiana Economic Partnership** supports the designation of the Inner City Connector, being the 3.5 mile direct route between the existing intersection with Interstate 20 and the intersection with Interstate 220, as the route of the remaining segment of Interstate 49 through the City of Shreveport, and supports the construction of the highway in that location in a manner consistent with modern, best practices for the construction of urban highways, with due regard being given in the design and construction of the highway for the concerns of affected neighborhoods, residents and businesses.

**BE IT FURTHER RESOLVED** that the **North Louisiana Economic Partnership** urges and requests all governmental authorities having jurisdiction, as well as all local residents and businesses, to support the designation of the Inner City Connector as the route for the remaining segment of I-49 and urges and requests interested parties to refrain from future construction and development activities that would be inconsistent with that designation.



---

Ayres Bradford  
Chairman of the Board



---

James Hagan  
Chairman Elect of the Board



---

Scott Martinez  
NLEP President

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

Please use this form if you have any questions, comments, or concerns of which you would like the project team to become aware and to ensure that your comments are included in the official transcript for this public meeting.

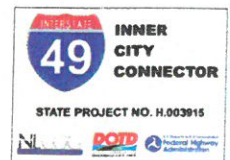
Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-15-23  
Name: JOHN DEAN  
Address: GRAYSON FOUNDATION

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

SEE ATTACHED



## GRAYSON FOUNDATION, INC.

Post Office Box 206  
Shreveport, Louisiana 71162

October 17, 2023

This letter is written on behalf of the Grayson Foundation, Inc.

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

The Grayson Foundation, Inc. believes this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

We support the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

Sincerely,

John W. Dean, President

JWD:krf



**ROY E. PRESTWOOD, CPA, LLC**

333 Texas Street, Suite 1525  
Shreveport, Louisiana 71101

October 17, 2023

This letter is written on behalf of Roy E. Prestwood, CPA, LLC.

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

Roy E. Prestwood, CPA, LLC, in concert with the municipalities and many other organizations across the region, have been steadfast in our determination that this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

We recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. Our groups are on record supporting the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today on behalf of the thousands of businesses and tens of thousands of employees we represent, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

Sincerely,



Roy E. Prestwood, CPA, CGMA

REP:krf

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Greater Shreveport Chamber  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*







This letter is written on behalf of the Greater Shreveport Chamber and the Shreveport-Bossier Committee of 100.

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

The Chamber and Committee of 100, in concert with the municipalities and many other organizations across the region, have been steadfast in our determination that this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

We recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. Our groups are on record supporting the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today on behalf of the thousands of businesses and tens of thousands of employees we represent, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

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**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Committee of 100  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



**COMMITTEE OF ONE HUNDRED, INC.**

**Board Resolution**

**Supporting the Completion of Interstate 49 through an Inner-City Connector**

**WHEREAS**, The Committee of One Hundred, Inc. membership consists of the highest ranking local executives of businesses in Northwest Louisiana, and the Mission Statement of the organization includes that it will "act upon any civic or economic matter affecting the area";

**WHEREAS**, Interstate 49, once completed, will be an integral part of an international controlled-access, North-South highway system linking the State of Louisiana to markets and destinations in Winnipeg, Manitoba, Duluth, Michigan, and all intermediate points;

**WHEREAS**, the completion of I-49 through Shreveport is vital to the economic development of Northwest Louisiana, as it will attract new businesses and industries to this area and open new markets to existing business and industry, thus contributing immeasurably to the economic welfare and opportunity of all residents of Shreveport and Northwest Louisiana;

**WHEREAS**, I-49 has been, or soon will be, completed through Shreveport and Caddo Parish except for the final segment between Interstates 20 and 220, the location of which has yet to be determined;

**WHEREAS**, an urgent need exists for the designation of the location of this remaining segment of I-49, so that funding can be obtained and construction commenced and completed without further delay;

**WHEREAS**, the only feasible route for this remaining segment of I-49 is the direct route running along a 3.5-mile corridor between the existing intersection of Interstates 49 and 20 and the intersection of Interstates 49 and 220 presently under construction;

**WHEREAS**, this direct route, in addition to being the shortest and the least expensive route, will promote the quality of life, safety and economic opportunity of those who live and work in downtown Shreveport and the neighborhoods that lie along the route, by revitalizing those neighborhoods and providing them with a safe, modern and rapid means of transportation to other areas of the city;

**WHEREAS**, this direct route will also provide residents of the Martin Luther King, Jr. neighborhood, the Town of Blanchard and other areas in northern Caddo and Bossier Parishes with faster access to the University Health Emergency Trauma Center and other health care facilities in Shreveport;

**WHEREAS**, the so-called "Loop-It" alternative, by which I-49 would be routed in a circular manner around the perimeter of the city along Louisiana Highway 3132 and Interstate 220, is not only economically unfeasible in light of the massive costs that would be incurred in upgrading those highways to the required standards, but it would also deny the residents of the

neighborhoods along the direct route the many benefits that they would otherwise enjoy from placement of I-49 along the most direct route;

**WHEREAS**, many of the perceived problems that some believe will result from construction of I-49 along the direct route can be mitigated or avoided altogether through the use of modern, best practices for the construction of urban highways, coupled with due regard for the reasonable concerns of residents of the area and an effective and compassionate relocation program for displaced residents; and

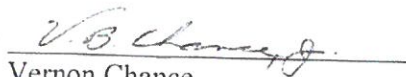
**WHEREAS**, further delay in the designation of the route of the remaining segment of I-49 will result in an unnecessary postponement of the benefits that the entire community will reap upon completion of I-49;

**NOW, THEREFORE, BE IT RESOLVED**, that the Committee of One Hundred, Inc. supports the designation of the Inner City Connector, being the 3.5 mile direct route between the existing intersection of Interstates 49 and 20 and the intersection of Interstates 49 and 220, as the route of the remaining segment of Interstate 49 through the City of Shreveport, and supports the construction of the highway in that location in a manner consistent with modern, best practices for the construction of urban highways, with due regard being given in the design and construction of the highway for the concerns of affected neighborhoods, residents and businesses.

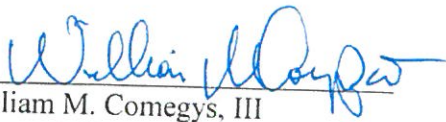
**BE IT FURTHER RESOLVED** that the Committee of One Hundred, Inc. urges and requests all governmental authorities having jurisdiction, as well as all local residents and businesses, to support the designation of the Inner City Connector as the route for the remaining segment of I-49 and urges and requests interested parties to refrain from future construction and development activities that would be inconsistent with that designation.



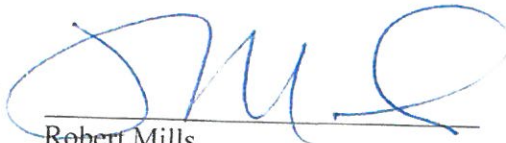
Patrick W. Harrison  
President/Chairman of the Board



Vernon Chance  
Executive Director



William M. Comegys, III  
Economic Development Chairman



Robert Mills  
Governmental Affairs Chairman

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: Greater Shreveport  
Chamber / C100

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*





This letter is written on behalf of the Greater Shreveport Chamber and the Shreveport-Bossier Committee of 100.

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

The Chamber and Committee of 100, in concert with the municipalities and many other organizations across the region, have been steadfast in our determination that this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

We recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. Our groups are on record supporting the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today on behalf of the thousands of businesses and tens of thousands of employees we represent, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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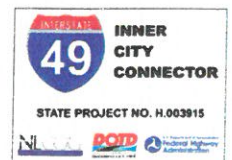
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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Claire Sevier  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Sep Attached*



CLAIRE A. SEVIER, CPA  
PARTNER  
318-429-2096 DIRECT  
[CSEVIER@HMVCPA.COM](mailto:CSEVIER@HMVCPA.COM)



---

REGIONS TOWER  
333 TEXAS STREET, SUITE 1525 | SHREVEPORT, LOUISIANA 71101  
318.429.1525 (P) | 318.429.2124 (F)

October 17, 2023

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

In concert with the municipalities and many other organizations across the region, I have been steadfast in my determination that this roadway must be completed, and I have stated affirmatively and consistently that I believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

I recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. I am on record supporting the current locally preferred alternative, Route 1 through the city, as I believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, I firmly believe that a route through the city is critical to the completion of this project. Thus, I affirm my support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

My focus and concern has always been the completion of this vital roadway, and so today I call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

Sincerely,

A handwritten signature in black ink, appearing to read "Claire A. Sevier". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Claire A. Sevier, CPA, Partner

CAS:krf



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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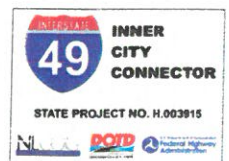
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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Heard M. Blum & Vastal  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



ROY E. PRESTWOOD, CPA  
MANAGING PARTNER  
318-213-7609 DIRECT  
RPRESTWO@HMVCPA.COM



---

REGIONS TOWER  
333 TEXAS STREET, SUITE 1525 | SHREVEPORT, LOUISIANA 71101  
318.429.1525 (P) | 318.429.2124 (F)

October 17, 2023

This letter is written on behalf of Heard, McElroy & Vestal, LLC, a regional CPA and professional services firm with offices in Shreveport, Monroe, and Longview, Texas. With over 160 employees and over 12,000 clients, we represent a broad swath of the business community in North Louisiana.

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

Heard, McElroy & Vestal, LLC, in concert with the municipalities and many other organizations across the region, have been steadfast in our determination that this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

We recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. Our groups are on record supporting the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today on behalf of the thousands of businesses and tens of thousands of employees we represent, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.



October 17, 2023  
Page 2

The way before us is clear and the time for action is now.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Prestwood', written in a cursive style.

Roy E. Prestwood, CPA, CGMA

REP:krf

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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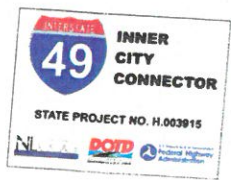
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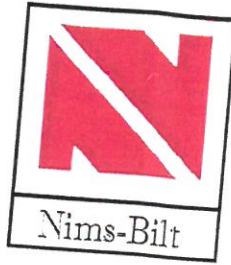
**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: Nims Builders  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*





**Gene Nims Builders**  
8321 Line Avenue Suite 100, Shreveport, LA 71106  
Office: 318-865-6467 Fax: 318-865-5159

October 17, 2023

Mr. Kent Rogers  
Executive Director  
Northwest Louisiana Council of Government  
625 Texas St., #200  
Shreveport, LA 71101

Dear Mr. Rogers,

As a locally owned and operated business in Shreveport since the mid 1940's, Gene Nims Builders works with numerous companies to keep our area growing. This letter is to show our full support for the completion of the I-49 Inner City Connector (ICC) Project. Closing this small gap between I-49 and the I-220 interchange is critical to the safety, growth, and future of our city.

The time and money spent navigating the route from where I-49 ends at I-20 to the beginning of I-49 at the I-220 exchange is a burden to our local businesses, as well as other companies who travel through our area. This 3.5 miles, the most direct route, would reduce the heavy traffic downtown, and eliminate the need for companies to navigate around the downtown area, creating a more efficient and safer path from I-20 to I-220.

Currently, travelers must traverse I-220, which offers very few convenient hotels or restaurants for travelers passing through. The ICC would allow travelers access to many of our facilities, resulting in a much-needed economic boost for our economy.

As you work through the Stage 1 Process, please remember the many local businesses who would benefit greatly from the completion of the I-49 Inner City Connector, whether directly or indirectly, due to the convenience and cost-effective path through our city instead of around it.

Shreveport has been anxiously awaiting the progress of I-49 ICC since the Notice to Proceed in September 2011. We hope that you will expedite the remaining tasks to reach a decision so the construction and completion so our area can reap the numerous benefits the I-49 ICC will bring to Shreveport.

Sincerely,

Brad Massad  
Vice-President/Co-Owner

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

Please use this form if you have any questions, comments, or concerns of which you would like the project team to become aware and to ensure that your comments are included in the official transcript for this public meeting.

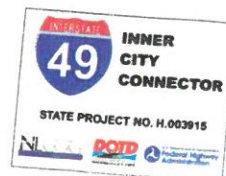
Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Fitzgerald  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*Bele Alford*





October 16, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: I-49 Inner-City Connector

Dear Sirs,

FitzGerald Contractors is a 109-year-old locally owned and operated construction company in Shreveport which currently utilizes 50 commercial vehicles in its fleet. These vehicles, and the people who operate them, continue to spend extra time, extra fuel, and extra maintenance costs to navigate around the NW Louisiana area due to the incomplete I-49 connector thru downtown.

This letter confirms our strong commitment and support for the completion of this long overdue roadway. This direct, north/south link will provide significant benefits to our company, and every other company operating in the Ark-La-Tex and will contribute directly to increased economic development and growth in our area.

Please commit to the rapid completion of the most direct, cost-effective route for this project.

Sincerely,

FitzGerald Contractors, LLC

Christopher W. FitzGerald  
President, CEO



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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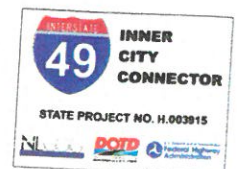
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: \_\_\_\_\_  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

OPT105





This letter is composed on behalf of the Bossier Chamber of Commerce.

Interstate 49's development has been a longstanding focus for our community, state, and nation, spanning over the last five decades. Together, we've worked diligently to design and invest in a vital roadway that not only connects Bossier-Shreveport to the rest of the world, but also promises expanded commerce, enhanced connectivity, and a gateway to our state from the north. The economic benefits of finalizing this project are crucial.

To realize these economic benefits fully, we must address the important issue of closing the 3.5-mile gap between I-20 and I-220. This gap not only delays the economic promise for our community, but also limits its national utility.

The Bossier Chamber of Commerce, in collaboration with the municipalities and various local organizations, has consistently championed the completion of this roadway. We have consistently advocated for the shortest, most direct, and least disruptive route through the city to achieve this goal.

We acknowledge that the ongoing NEPA (National Environmental Policy Act) process requires thorough examination of the environmental and cultural impacts associated with this construction. We appreciate the alternative proposal, Route 3A and Route 3B, which has been put forward

Our unwavering focus has always been the completion of this important roadway. On behalf of the many businesses and their employees that we represent in the Bossier-Shreveport area, we earnestly call upon NLCOG (Northwest Louisiana Council of Governments), SHPO (State Historic Preservation Office), and the Federal Highways Administration to act promptly in selecting the most beneficial route. We urge them to expedite the Environmental Impact Statement, secure the Record of Decision, and finalize this project without delay.

Submitted on October 16, 2023  
Bossier Chamber of Commerce  
710 Benton Road  
Bossier City, LA 71111

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: Bossier Charbon  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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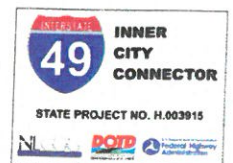
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: Det/Off + Assoc.  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



# DETHLOFF & ASSOCIATES, INC.

2625 Line Avenue, Suite 200  
P.O. Box 5759  
Shreveport, Louisiana 71135-5759

Insurance Since 1921

(318) 797-1600  
(318) 673-2500

October 17, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

## **RE: Supporting the Completion of Interstate 49 Inner-City Connector**

To whom it may concern:

We strongly support the completion of the I-49 Inner-City Connector. This is the most feasible route and is vital to the economic development of Shreveport, Bossier City and Northwest Louisiana.

In addition to being the most feasible route, it is the shortest route, and again the least expensive alternative. The completion of the Inner-City Connector will promote quality of life, safety and economic opportunity to those who live and work in Shreveport and the surrounding areas.

After reviewing all alternative routes, the Inner-City Connector is clearly the best option for Northwest Louisiana.

Thank you for your consideration.

Sincerely,

DETHLOFF & ASSOCIATES, INC.

  
David R. Dethloff, C.C.

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: Southern Research Co  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



Southern Research Company, Inc.  
POB 1590  
Shreveport, La 71165-1590

Louisiana Dept. of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

Re: I-49 Completion

To Whom it may concern,

Please let it be on record that I am totally in support of the shortest route to connect the current I-49 gap.

As a small businessman I know the importance of completing a project that will have such a significant positive impact to our overall economy. Additional jobs and future corporate investment depend on a progressive Interstate Highway System constructed as cost efficiently as possible.

Completion of I-49 will benefit all stakeholders across the socio-economic spectrum either directly or indirectly.

Please move forward in completing this vital project.

Sincerely

T.J. Ostendorff III  
President

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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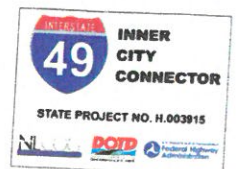
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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Willhite Electric  
Address: \_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*







October 17, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: Complete I-49 Inner-City Connector Post Haste

Dear NLCOG, DOTD, FHA and Engineers:

I am writing on behalf Wilhite Electric Co., Inc. ("Wilhite"), a forty-eight year old Employee Owned Company located in North Bossier City near I-220 with seventy (70) employees. Wilhite vigorously request the completion of the I-49 Inner-City Connector in an utmost urgent manner using the closet direct route with judicious use of tax payer money. Wilhite has over forty work vehicles that travel our area on a daily basis. The lack of the Inner-City Connector fully connecting, I-20, I-220 and I-49 increases costs for fuel, time and maintenance for not only Wilhite, but for our suppliers and customers.

While Wilhite and similar companies will benefit greatly with the completion of the I-49ICC, these benefits do no compare to the overly positive impact on the entire community with reduced emissions through Downtown Shreveport, reduced traffic off 3132, economic growth along the completed connector that not only benefits our immediate area but all of the Ark-La-Tex. This project has been discussed to no end and needs to more forward to completion post haste.

Should you have any questions or comments, please do not hesitate to call my office.

Very truly yours,

WILHITE ELECTRIC CO., INC.

By: 

Timothy W. Wilhite  
CFO/General Counsel  
ESOP Trustee

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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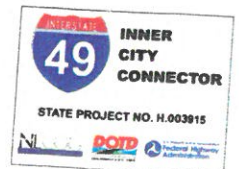
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Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: GREDF  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*





**BOSSIER MEANS BUSINESS.**

**CHAIRMAN**

JOHN MICHAEL MOORE

**VICE CHAIRMAN**

GARY HUBBARD

**SECRETARY TREASURER**

ROSS BARRETT

October 2, 2023

**IMMEDIATE PAST CHAIRMAN**

CARLTON GOLDEN

**ADVISORY APPOINTEE**

CHARLIE COYLE

Dear Committee of I-49 North Members

**EXECUTIVE DIRECTOR**

ROCKY ROCKETT

**DIRECTORS**

- Mike Boggs
- Tommy Boggs
- John Bonomo
- Rand Falbaum
- Percy Hubbard
- Adam Johnston
- Ian McElroy
- Lance Mosley
- Doug Rogers
- Margaret Shehee
- Don Updegraff
- Nicole Wilhite
- Tim Wilhite

The Greater Bossier Economic Development Foundation has been a long-term supporter and member of the I-49 North Coalition dating back decades to the earliest inception. GBEDF recognizes the importance I-49 has to our economy and knows the urgency there is to complete the infrastructure in our community.

Northwest Louisiana is a strong region for logistics and transportation historically. There are countless jobs and dollars spent bringing in inventory, exporting goods to other areas, and jobs associated with our transportation infrastructure. It is with this initiative in mind that the GBEDF urges our partners to complete the final northern I-49 corridor known as the inner-city connector. This effort demonstrates the best use of our communities' dollars and opens the opportunity for further economic development into a new undeveloped area of our community.

**DIRECTOR EMERITUS**

CHARLES COYLE  
JIM JOHNSON

**EX-OFFICIO**

MAYOR TOMMY CHANDLER  
BUTCH FORD

On behalf of the Board of Directors of the GBEDF, I would like to thank all of our partners with the I-49 North Coalition and urge you all to move this effort forward so that we can collectively complete this initiative.

With Kindest Regards,

David Rocky Rockett,  
Executive Director

**GREATER BOSSIER ECONOMIC DEVELOPMENT FOUNDATION**

574 BOARDWALK BLVD., BOSSIER CITY, LA 71111 PH 318.742.6043 FX 318.742.6044 WWW.GBEDF.ORG

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: Red Bull oxygen  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*





ISO 9001:2015  
Certified

INDUSTRIAL & SPECIALTY GASES  
WELDING SUPPLIES



ISO/IEC 17025:2017  
ISO 17034:2016  
Accredited

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(501) 778-9282  
El Dorado  
(870) 863-4088  
Springdale  
(479) 419-9915  
Texarkana  
(870) 774-3751

Louisiana

Alexandria  
(318) 443-4567  
Broussard  
(337) 330-8146  
Minden  
(318) 371-0283  
Geismar  
(225) 744-4494  
Natchitoches  
(318) 352-1719  
Shreveport  
(318) 425-3211  
(800) 551-8150  
West Monroe  
(318) 325-3892

Oklahoma

Oklahoma City  
(405) 604-0262  
Tulsa  
(918) 283-2780

Texas

Austin  
(512) 523-8146  
Bryan/College  
Station  
(979) 704-6800  
Carthage  
(903) 693-7941  
Conroe  
(936) 539-1040  
Grand Prairie  
(214) 518-6020  
Houston  
(713) 645-3443  
TGS Houston  
(713) 645-5886  
Longview  
(903) 759-8485  
Lufkin  
(936) 639-5520  
Mt. Pleasant  
(903) 577-9353

October 16, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

To all,

My name is Alex Kennedy. I am the owner and CEO of Red Ball Oxygen Co., a regional distributor of industrial gas cylinders, specialty gases, medical gases, and related welding supplies. We have 22 locations in Louisiana, Texas, Arkansas, and Oklahoma, and operate 70+ vehicles throughout this range every day.

I am writing this letter to offer our full support and eager request for the I-49 Inner City Connector project. This has been long overdue and is essential to facilitate a smoother route for all industrial vehicles that come through Shreveport as so many of ours and other critical businesses do. The economic impact on this area will be enormous and is desperately needed. We have supported this project for a decade now and urgently ask that you commit to getting this roadway built. Shreveport and the entire region will greatly benefit from this.

Thank you,

  
Alex Kennedy  
CEO

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: Lamb Advertising  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



# **LAMB** **S·P·E·C·I·A·L·T·Y** **ADVERTISING**

October 17, 2023

TO:

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: I-49 Inner-City Completion Support

To Whom It May Concern,

My name is Scott Bates and I want to voice my full support for the completion of the I-49 Inner-City Connector (ICC). My business is located at 2315 Line Ave, in the heart of Shreveport. Lamb Specialty Advertising has been in business for almost 50 years as a promotional product distributor and delivers advertising specialty products within a 200-mile radius of the Shreveport/Bossier area. The completion of this project would greatly enhance our delivery efficiency.

This important project is long overdue and would provide numerous benefits to our community, including considerable economic development and growth. We support the closest, most convenient, direct route through the City of Shreveport connecting I-49 and I-220. It is vital that this project be completed immediately.

Sincerely,

Scott Bates  
Owner, President  
Lamb Specialty Advertising

2315 Line Ave · Shreveport, LA 71104  
Ph: 318.221.3596 · [www.lambandassociates.com](http://www.lambandassociates.com)

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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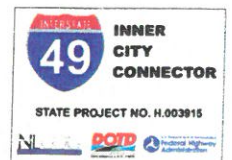
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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Chris Elbenson  
Address: See Attached

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*





October 16, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

Re: **I-49 ICC**  
**Shreveport, Louisiana**

To all concerned,

I am writing to express my full support of the I-49 Inner-City Connector. As owner of a 115 year old architectural practice based in Shreveport, my firm has been part of the efforts in the planning for our community's transportation throughout the evolution of the city. I currently serve on the Shreveport Metropolitan Planning Commission and I am very concerned that the planning delays have damaged our community.

We currently benefit by the forethought and planning that was put into transportation systems throughout the years. Many of our major road routes have paralleled historic trails and the rail system. This has always been a benefit to the city as the trade routes have continued to be the arteries that help keep our city alive and moving forward.

I am a proponent of the most direct route for the ICC. This will provide opportunities for renewed growth at the exits planned for the blighted areas around the route. I appreciate your moving this project forward in the most expeditious manner possible.

Sincerely,



Chris Elbersen  
Christian R. Elbersen AIA, NCARB  
Partner  
Somdal Associates

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-27-23  
Name: \_\_\_\_\_  
Address: BRF  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



# WK WILLIS-KNIGHTON HEALTH SYSTEM

CORPORATE OFFICES  
Jaf Fielder, President & CEO  
2600 Greenwood Road  
Shreveport LA 71103  
(318) 212-4000

WILLIS-KNIGHTON  
MEDICAL CENTER  
2600 Greenwood Road  
Shreveport, LA 71103

WILLIS-KNIGHTON SOUTH  
& THE CENTER FOR  
WOMEN'S HEALTH  
2510 Bert Kouns Industrial Loop  
Shreveport, LA 71118

WK BOSSIER  
HEALTH CENTER  
2400 Hospital Drive  
Bossier City, LA 71111

WK PIERREMONT  
HEALTH CENTER  
8001 Youree Drive  
Shreveport, LA 71115

JAMES K. ELROD WK  
REHABILITATION INSTITUTE  
1111 Line Avenue  
Shreveport, LA 71101

JAMES K. ELROD WK  
INNOVATION CENTER  
2105 Airline Drive  
Bossier City, LA 71111

THE OAKS OF LOUISIANA  
600 East Flournoy Lucas Road  
Shreveport, LA 71115

WK PALMETTO VILLAGE &  
PALMETTO HEALTH PARK  
1001 Lackland Boulevard  
Benton, LA 71006

PROGRESSIVE CARE CENTER  
2715 Albert Bicknell Drive  
Shreveport, LA 71103

WK EXTENDED  
CARE CENTER  
2550 Kings Highway  
Shreveport, LA 71103

WILLIS-KNIGHTON  
CANCER CENTER AND  
PROTON THERAPY CENTER  
2600 Kings Highway  
Shreveport, LA 71103

WILLIS-KNIGHTON  
HEART & VASCULAR INSTITUTE  
North Bossier Pierremont  
2727 Hearne Avenue  
Shreveport, LA 71103

WILLIS-KNIGHTON  
PHYSICIAN NETWORK  
1202 Louisiana Avenue  
Shreveport, LA 71101

WK FITNESS & WELLNESS  
Medical Center South Bossier  
Pierremont Pierre Avenue

WK QUICK CARE  
Pierremont Bossier South  
Kids Forbing  
Palmetto Stockwell

October 17, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

To Whom It May Concern,

As the region's only locally owned and operated health system, Willis-Knighton and its more than 7,000 employees rely on an efficient highway system to deliver our patients, employees and supplies to locations through the Shreveport/Bossier City metro area, including the North Shreveport/Blanchard area. Therefore, we understand the importance of I-49 in Caddo Parish and fully support its completion.

Because our hospitals are located on major corridors, our transport vehicles and supply delivery vehicles travel throughout the region on a daily basis 24/7. I-49 was envisioned as the north-south link in our interstate system and yet it has not been completed. We need to assure that we have an efficient way to move people and products without having to veer off course to again access what should be a simple, straight path for traffic to progress northward. Further, efficient interstate highways allow for the swift transport of people in critical emergency situations, including those who come to us for healthcare from throughout the region.

We have always advocated for moving heavy truck traffic, industrial traffic and through-traffic away from the streets of the city and directing them to interstate highways that are ideally suited to these entities. The long overdue completion of the I-49 Inner-City Connector (ICC) will serve that purpose and contribute to the safety of our community. It will also offer another incentive for transportation and logistics for businesses to consider Shreveport as a hub for services.

We have delayed long enough. It is time for bold advocacy for a swift completion of the I-49 corridor. I urge you to help lead our community forward with the completion of this segment of highway.

Sincerely,



Jaf Fielder  
President & CEO

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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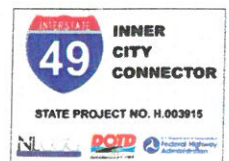
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Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: BRF  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*





**October 17, 2023**

**Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering**

**RE: Interstate 49 (I-49) Inner-City Connector**

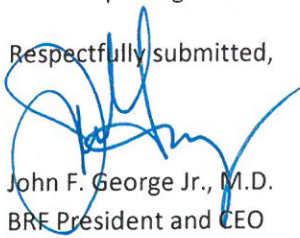
To Whom It May Concern,

I, John George, President and CEO of BRF, am providing this letter in support of the completion of the I-49 connection project known as the I-49 Inner-City Connector. BRF is an economic development organization with a mission to diversify and grow our region's economy. To achieve this mission, BRF leads initiatives that start, recruit and retain companies and their economic impact in Northwest Louisiana.

Key to our recruitment strategy is the ability to market our region as a global, multi-modal hub where rail, roads and water are used to transport assets coast to coast and internationally. The convergence of I-49 and I-20 in greater Shreveport provides businesses with access to more than 40 million consumers in some of America's largest markets.

To remain competitive in our recruitment and economic development efforts, our region must complete this critical infrastructure project to connect I-49 between I-20 and I-220, which stands to improve logistics and costs associated with transportation time and vehicle operation, among other benefits. We urge the committees and governmental groups contemplating this project to act promptly in selecting and completing a route that is most beneficial to our region.

Respectfully submitted,



John F. George Jr., M.D.  
BRF President and CEO

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

Please use this form if you have any questions, comments, or concerns of which you would like the project team to become aware and to ensure that your comments are included in the official transcript for this public meeting.

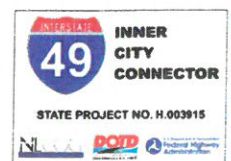
Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: James Goble  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See attachs*



# James D. Gosslee

October 17, 2023

To Whom It May Concern:

As an owner and chairman of Coldwell Banker Gosslee, the largest real estate company in Northwest Louisiana for 48 consecutive years, I am asking for approval of the I-49 connector as soon as possible.

I have been working with the Committee of 100 and both Shreveport and Bossier Chambers of Commerce on this project for 20 years and almost all our city leaders have continuously voiced their support for this project. I'm not sure why it has taken so long to get this much-needed connector through Shreveport but, gratefully, now it seems it will finally get approved.

My choice is the most direct route (Route 1) starting at I-20 and moving north. Any route that gets approved will be acceptable—we just need it done as quickly as possible.

I have worked in economic development my entire 48+ year real estate career. Shreveport-Bossier needs jobs and this I-49 connector is vital. We compete with other cities our size for new projects and the lack of a continuous I-49 from Lafayette to Texarkana hurts our chances for growth. We could and should be the largest distribution hub in the southeast United States.

Please do not delay this decision any longer. Let's choose the route and get started. Costs are not going down on construction so the sooner we start, the better for all the residents, businesses and future development in Northwest Louisiana.

Thank you in advance for your efforts in gaining a quick approval of the project and securing the Record of Decision to complete this project.

Sincerely,



James D. Gosslee  
Chairman



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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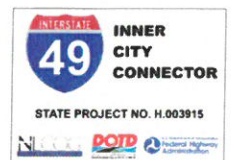
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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Margaret Richard  
Address: 295 Atlantic  
Shreveport 71105

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

Separate through traffic  
from local-traffic





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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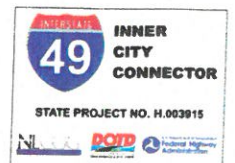
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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-15-23  
Name: JOHN DEAN  
Address: AIR SYSTEMS  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

PLS SEE ATTACHED





# Air Systems

*"The Air Conditioning People"*

October 17, 2023

This letter is written on behalf of Air Systems, LLC.

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

Air Systems, LLC believes this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

We support the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tri- partite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

Sincerely,

John W. Dean, Manager

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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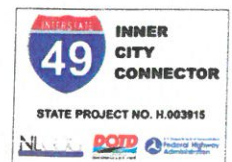
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: Service Steel Distributors  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



# Service Steel Distributors, L.L.C

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October 16, 2023

TO:

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: I-49 Inner-City Completion Support

To Whom It May Concern,

This is a letter of support for the completion of the I-49 Inner-City Connector (ICC). Located at 1130 Fullerton Ave. on the northern part of Shreveport, Service Steel Distributors, LLC (dba Service Steel and Pipe) has been in business for almost 50 years as a distribution company delivering steel products within a 200-mile radius of the Shreveport/Bossier area. We have a fleet of trucks that are making deliveries Monday through Friday every week and are constantly incurring additional costs for fuel and maintenance as a direct result of NOT having the ICC.

The completion of the I-49 ICC carries a magnitude of benefits for our community along with economic development and growth. We support the closest, most convenient, direct route through the City of Shreveport connecting I-49 with I-20 and I-220. It is a project that is long over due and we would like to see this important transportation project completed ASAP.

Sincerely,



Patrick W. Harrison  
Managing Partner  
Service Steel and Pipe, L.L.C.

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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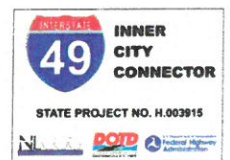
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: SBAALL  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*





### **Board Resolution of Support**

#### **Supporting the Completion of Interstate 49 through an Inner-City Connector**

**WHEREAS**, The Shreveport Bossier African American Chamber of Commerce membership consists of many businesses and industry leaders that operate in the Greater Shreveport Area and Northwest Louisiana, and the Mission Statement of the organization states that *“The mission of the Shreveport Bossier African American Chamber of Commerce (SBAACC) is to serve as the Premier Voice in Northwest Louisiana for the growth of African American Businesses and the Community at-large through Advocacy, Entrepreneurship, and Economic Empowerment”*.

**WHEREAS**, Interstate 49, once completed, will be an integral part of an international controlled-access, North-South highway system linking the State of Louisiana to markets and destinations in Canada, Northern United States, and all intermediate points;

**WHEREAS**, the completion of I-49 is vital to the economic development of Northwest Louisiana, as it will attract new businesses and industries to this area and open new markets to existing business and industry;

**WHEREAS**, I-49 has been, or soon will be, completed through Shreveport and Caddo Parish except for the final segment between Interstates 20 and 220, the location of which has yet to be determined;

**WHEREAS**, an urgent need exists for the designation of the location of this remaining segment of I-49, so that funding can be obtained and construction commenced and completed without further delay;

**WHEREAS**, the only feasible route for this remaining segment of I-49 is a direct route running within a 3.5-mile corridor between the existing intersection with Interstates 20 and the intersection with Interstate 220 presently under construction;

**WHEREAS**, this direct route, in addition to being the shortest and the least expensive route, will promote the quality of life, safety and economic opportunity in downtown Shreveport and the neighborhoods that lie along the route, revitalizing those neighborhoods, promoting economic prosperity, and providing them with efficient transportation to other areas of the city;

**WHEREAS**, this direct route will also provide residents of the neighborhoods and towns to the north with faster access to the University Health Emergency Trauma Center and other health care facilities in Shreveport;

**WHEREAS**, the so-called "Loop-It" alternative, by which I-49 would be routed in a circular manner along an existing path, is economically unfeasible when upgrading those highways to the required standards, and would deny the many benefits of the most direct route;

**WHEREAS**, many of the perceived problems that some believe will result from the direct route can be mitigated or avoided with the use of modern, best practices;

**WHEREAS**, further delay in the designation of the route of the remaining segment of I-49 will result in an unnecessary postponement of the benefits of completion of I-49;

**NOW, THEREFORE, BE IT RESOLVED**, that Shreveport Bossier African American Chamber of Commerce supports the designation of the Inner City Connector, being the 3.5 mile direct route between the existing intersection with Interstate 20 and the intersection with Interstate 220, as the route of the remaining segment of Interstate 49 through the City of Shreveport, and supports the construction of the highway in that location in a manner consistent with modern, best practices for the construction of urban highways, with due regard being given in the design and construction of the highway for the concerns of affected neighborhoods, residents and businesses.

**BE IT FURTHER RESOLVED** that Shreveport Bossier African America Chamber of Commerce urges and requests all governmental authorities having jurisdiction, as well as all local residents and businesses, to support the designation of the Inner City Connector as the route for the remaining segment of I-49.



Jonathan Reynolds

Chairman of the Board

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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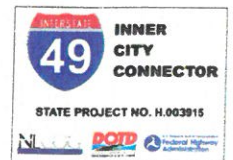
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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: Southern Components  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*







P.O. BOX 29010  
SHREVEPORT, LA 71149

7360 JULIE FRANCES DR.  
SHREVEPORT, LA 71129

PHONE: 318-687-3330

FAX: 318-686-5159

[WWW.SOCOMP.COM](http://WWW.SOCOMP.COM)

---

October 16, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: The I-49 Inner City Connector

Dear Committee of I-49 North Members,

My name is Scott Ward, owner of SCI (Southern Components, Inc.) located in Shreveport, Louisiana. My father started our business in 1960 with barely more than 5,000 dollars and a lot of hard work and determination. Now, with more than 150 employees, our manufacturing facility delivers our products to a customer base that spans nationwide. We understand, better than most, the struggles from modern-day transportation woes that many businesses face. Rising fuel costs, a shortage of labor, and a lack of available inventory of equipment has put a major strain on those of us who transport goods across the U.S.

Having to navigate around Shreveport's downtown area places an unnecessary burden on our business and many others like it. We believe that the completion of the I-49 Inner City Connector is also vital to the growth of Northwest Louisiana's economy. It is time that we expedite this project for the benefit of our entire state.

Please let this letter serve as SCI's endorsement of the completion of the I-49 Inner City Connector using whichever route best serves the needs of our entire community. It is our hope that this committee will be led by wisdom and do what is needed to put this long overdue project to bed quickly.

Sincerely,

*R. Scott Ward*

R. Scott Ward, Owner  
Southern Components, Inc.  
[www.socomp.com](http://www.socomp.com)  
319-687-3330, 106

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

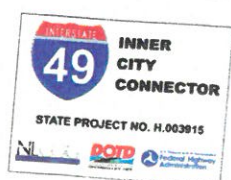
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: MAAC  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*





**Membership Resolution of Support**

**Supporting the Completion of Interstate 49 through an Inner-City Connector**

**WHEREAS**, The Manufacturers Managers Council of Northwest Louisiana membership consists of key leaders of regional manufacturing companies operating in Northwest Louisiana, and the Mission Statement of the organization states that *“Through collaboration of manufactures operating in Northwest Louisiana, we seek to support existing industry through idea sharing, education, and workforce development, and we endeavor to assist in the growth of manufacturing in the region.”*

**WHEREAS**, Interstate 49, once completed, will be an integral part of an international controlled-access, North-South highway system linking the State of Louisiana to markets and destinations in Canada, Northern United States, and all intermediate points;

**WHEREAS**, the completion of I-49 through Shreveport/Bossier and the surrounding region is vital to the economic development of Northwest Louisiana, as it will attract new businesses and industries to this area and open new markets to existing business and industry;

**WHEREAS**, manufacturing in Northwest Louisiana depends on the interstate highway system for receiving raw materials and supplies, and ships products via this system, which requires the shortest and most efficient routes for competitive business practices;

**WHEREAS**, manufacturing requires employees for fast access to their manufacturing companies for employment and for easy access to training and educational opportunities via automobile transportation;

**WHEREAS**, I-49 has been, or soon will be, completed through Shreveport and Caddo Parish except for the final segment between Interstates 20 and 220, the location of which has yet to be determined;

**WHEREAS**, an urgent need exists for the designation of the location of this remaining segment of I-49, so that funding can be obtained and construction commenced and completed without further delay;

**WHEREAS**, the only feasible route for this remaining segment of I-49 is the direct route running within a 3.5-mile corridor between the existing intersection with Interstates 20 and the intersection with Interstate 220 presently under construction;

**WHEREAS**, this direct route, in addition to being the shortest and the least expensive route, will promote the quality of life, safety and economic opportunity in downtown Shreveport and the

neighborhoods that lie along the route, revitalizing those neighborhoods, and providing them with efficient transportation to other areas of the city;

**WHEREAS**, this direct route will also provide residents of the neighborhoods and towns to the north with faster access to the Ochsner Health Emergency Trauma Center and other health care facilities in Shreveport;

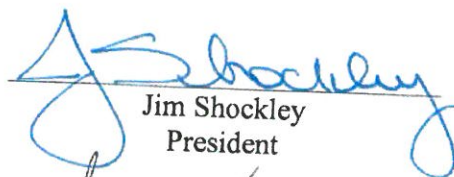
**WHEREAS**, the so-called "Loop-It" alternative, by which I-49 would be routed in a circular manner along an existing path, is economically unfeasible when upgrading those highways to the required standards, and would deny the many benefits of the most direct route;

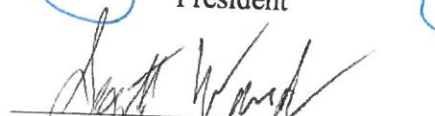
**WHEREAS**, many of the perceived problems that some believe will result from the direct route can be mitigated or avoided with the use of modern, best practices;

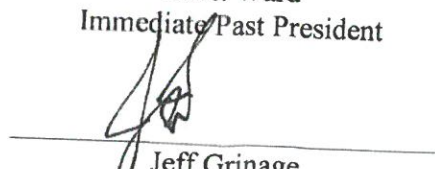
**WHEREAS**, further delay in the designation of the route of the remaining segment of I-49 will result in an unnecessary postponement of the benefits of completion of I-49;

**NOW, THEREFORE, BE IT RESOLVED**, that Manufacturers Managers Council of Northwest Louisiana supports the designation of the Inner City Connector, being the 3.5 mile direct route between the existing intersection with Interstate 20 and the intersection with Interstate 220, as the route of the remaining segment of Interstate 49 through the City of Shreveport, and supports the construction of the highway in that location in a manner consistent with modern, best practices for the construction of urban highways, with due regard being given in the design and construction of the highway for the concerns of affected neighborhoods, residents and businesses.

**BE IT FURTHER RESOLVED** that Manufacturers Managers Council of Northwest Louisiana urges and requests all governmental authorities having jurisdiction, as well as all local residents and businesses, to support the designation of the Inner City Connector as the route for the remaining segment of I-49 and urges and requests interested parties to refrain from future construction and development activities that would be inconsistent with that designation.

  
Jim Shockley  
President

  
Scott Ward  
Immediate Past President

  
Jeff Grinage  
First Vice President



# MANUFACTURERS MANAGERS COUNCIL

*Of Northwest Louisiana*



The Manufacturing Managers Council of Northwest Louisiana (MMC) is a member-based non-profit organization. Our membership is made up of key leaders of manufacturers operating in Northwest Louisiana, as well as representatives of regional organizations providing support to manufacturers.

Our mission:

*"Through collaboration of manufacturers operating in Northwest Louisiana, we seek to support existing industry through idea sharing, education, and workforce development, and we endeavor to assist in the growth of manufacturing in the region."*

Website: [www.mmcla.org](http://www.mmcla.org)

Email: [info@mmcla.org](mailto:info@mmcla.org)

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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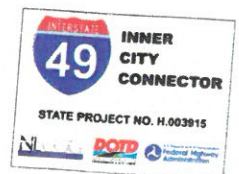
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C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: SAC  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*





# Strategic Action Council

*Catalyst for Healthy, Wealthy, & Wise Communities*

## Board Resolution

### **Supporting the Completion of Interstate 49 through an Inner-City Connector**

**WHEREAS**, the Strategic Action Council (SAC) of Northwest Louisiana is working to grow Northwest Louisiana as a thriving hub of all-inclusive economic prosperity; and

**WHEREAS**, Interstate 49 (I-49), once completed, will be an integral part of an international controlled-access, North-South interstate route linking the State of Louisiana to markets and destinations in Canada, Northern U. S. states and worldwide through the Panama Canal; and

**WHEREAS**, the completion of I-49 through Shreveport is vital to the economic development of Northwest Louisiana, as it will attract new businesses, industries and travelers to this area and open new markets to existing business and industry; and

**WHEREAS**, I-49 has been, or soon will be, completed through Shreveport and Caddo Parish except for the final segment between Interstates 20 and 220, the location of which has yet to be determined; and

**WHEREAS**, an urgent need exists for the designation of the location of this remaining segment of I-49, so that funding can be obtained and construction commenced and completed without further delay; and

**WHEREAS**, the most feasible route for this remaining segment of I-49 is a direct route running within a 3.5-mile corridor between the existing intersection with Interstates 20 and the intersection with Interstate 220 presently under construction; and

**WHEREAS**, this direct route, in addition to being the shortest and the least expensive route, will promote the quality of life, safety and economic opportunity in downtown Shreveport and the neighborhoods that lie along the route, revitalizing those neighborhoods, and providing them with efficient transportation to other areas of the city; and

**WHEREAS**, this inner-city direct route will benefit the overall neighborhood in the vicinity of this route by allowing improvements near this defined route and provide a plan around which economic development can take place; and

**WHEREAS**, this route will also provide additional jobs for the Minority Supplier Institute contractors sponsored by our organization for the project construction and surrounding construction work; and

**WHEREAS**, this direct route will also provide residents of the neighborhoods and towns to the north with faster access to the University Health Emergency Trauma Center and other health care facilities in Shreveport; and

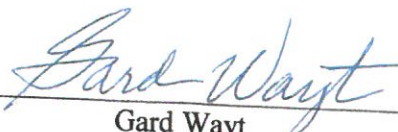
**WHEREAS**, the so-called "Loop-It" alternative, by which I-49 would be routed in a circular manner along an existing path, is cost prohibitive and creates a potential hazard to the regional water supply, and would deny the many benefits of the most direct route; and

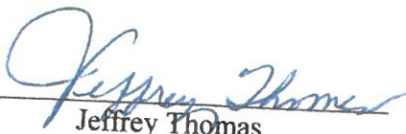
**WHEREAS**, many of the perceived problems that some believe will result from the direct route can be mitigated or avoided with the use of modern best practices; and

**WHEREAS**, further delay in the designation of the route of the remaining segment of I-49 will result in an unnecessary postponement of the benefits of completion of I-49;

**NOW, THEREFORE, BE IT RESOLVED**, that the **Strategic Action Council** supports the designation of the Inner City Connector, being a 3.5 mile direct route between the existing intersection with Interstate 20 and the intersection with Interstate 220, as the route of the remaining segment of Interstate 49, through the City of Shreveport, and supports the construction of the highway in that location in a manner consistent with modern best practices for the construction of urban highways, with a commitment of continuing regard, being given in the design and construction of the highway, for the concerns of affected neighborhoods, residents and businesses.

**BE IT FURTHER RESOLVED** that the **Strategic Action Council** urges and requests all governmental authorities having jurisdiction, as well as all local residents and businesses, to support the designation of the Inner City Connector as the route for the remaining segment of I-49 and urges and requests interested parties to refrain from future construction and development activities that would be inconsistent with that designation.

  
Gard Wayt  
President of the Board

  
Jeffrey Thomas  
Executive Director

April 13, 2017





Louisiana Motor Transport Association, Inc.

## BOARD RESOLUTION

### **Supporting the Completion of Interstate 49 throughout Louisiana**

WHEREAS, the completion of I-49 is vital to the economic development of the entire State of Louisiana, as it will attract new businesses and industries to our state and open new markets to existing business and industry;

WHEREAS, Interstate 49, once completed, will be an integral part of an international controlled-access, North-South highway system linking the State of Louisiana to markets and destinations in Canada, Northern United States and all intermediate points;

WHEREAS, the interstate route will provide direct access for industries in the Midwest to the ports of south Louisiana, an I-10 alternative for east-west traffic that by-passes the already congested Baton Rouge metropolitan area, and a connection between oil industry suppliers and manufacturers from New Orleans to Houston;

Whereas, the future I-49 South, known as the Energy Corridor, forms a vital link in the energy supply chain connecting the 1,500 oil and gas companies along the corridor to nearly 80% of the country's offshore oil and gas production.

WHEREAS, the future I-49 South would enhance quality of life metrics for Louisianans by reducing travel times, enhancing safety, increasing mobility and creating regional economic development opportunities and provide a safer and more efficient evacuation route during hurricane season.

WHEREAS, I-49 North has been, or soon will be, completed through Shreveport and Caddo Parish except for the final segment between Interstates 20 and 220, the location of which has yet to be determined;

WHEREAS, further delay in the designation of the route of the remaining segment of I-49 North will result in an unnecessary postponement of the benefits of completion of I-49;

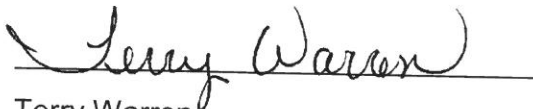
NOW, THEREFORE BE IT RESOLVED, that the LOUISIANA MOTOR TRANSPORT ASSOCIATION, INC. supports the completion of I-49 North and South through Louisiana;

AND, BE IT FURTHER RESOLVED, that the LOUISIANA MOTOR TRANSPORT ASSOCIATION, INC. supports the designation of the Inner City Connector, the 3.5 mile direct route between the existing intersection with Interstate 20 and the intersection with Interstate 220, as the route of the remaining segment of I-49 through the City of Shreveport, and supports the construction of the highway in that location in a manner consistent with modern, best practices for the construction of urban highways, with due regard being given in the design and construction of the highway for the concerns of affected neighborhoods, residents and businesses.

ADOPTED by the Board of Directors of the LOUISIANA MOTOR TRANSPORT ASSOCIATION, INC. on this 10<sup>th</sup> day of December, 2016, in Baton Rouge, Louisiana.



Greg Morrison  
LMTA Chairman of the Board 2015-16



Terry Warren  
LMTA President 2015-16



Cathy Gautreaux  
LMTA Executive Director

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

Please use this form if you have any questions, comments, or concerns of which you would like the project team to become aware and to ensure that your comments are included in the official transcript for this public meeting.

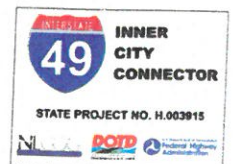
Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-17-23  
Name: \_\_\_\_\_  
Address: Letter from  
Community Leaders

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



# COMMUNITY LEADERS *of* NORTH LOUISIANA

The Honorable John Bel Edwards  
Governor  
State of Louisiana  
P.O. Box 94004  
Baton Rouge, LA 70804

Wes Bollinger  
Louisiana Division Administrator  
Federal Highway Administration  
5304 Flanders Drive, Suite A  
Baton Rouge, LA 70808

The Honorable Shawn Wilson  
Secretary  
Louisiana Dept. of Transportation & Development  
1201 Capitol Access Road  
Baton Rouge, LA 70802

Kent Rogers  
Executive Director  
NLCOG  
625 Texas Street, Suite 200  
Shreveport, LA 71101

Rich Major  
Interim CEO  
Providence Engineering  
1201 Main Street  
Baton Rouge, LA 70802

Dear Sirs:

This letter is being sent to express our concerns with the continued delays in the environmental review process for the I-49 Inner-City Connector (ICC) project in Shreveport, and to request your immediate assistance in ensuring the task is completed quickly and correctly.

Though it has long been understood that the ICC is vital to the sustainability and advancement of Northwest Louisiana and the surrounding region, it is even more important today. As our state begins the long and difficult process of rebuilding its economy following the COVID-19 pandemic, we must prioritize key infrastructure projects that will stimulate economic growth and put our people back to work. Completing the ICC will result in an estimated \$800 million in annual impact in Louisiana and thousands of new jobs.

As you know, the environmental review process for the I-49 project is required by the National Environmental Policy Act (NEPA). While this is a federal statute, the leaders of each state typically assume the responsibility of satisfying its requirements, namely preparing a project's environmental impact statement (EIS). Without an EIS it is not possible to obtain a final Record of Decision (ROD) by the Federal Highway Administration (FHWA), which is necessary to complete a project's construction.

Although Louisiana has routinely completed an EIS in a timely manner for many other federal/state projects in the past, the ICC has been a frustrating exception. While the community leaders and elected officials signed on to this letter have worked tirelessly for years to advance the ICC, the countless delays and missed deadlines with the EIS have created a roadblock.

By any objective measure, the ICC EIS has been an outlier. More than three years ago, in April 2017, it was estimated and publicly reported that a ROD would be issued by December 2017 or January 2018. Of course, it was not, and many subsequent deadlines for completion have also been missed.

On May 18, 2020, we received word from DOTD that the environmental work for this project would continue through the rest of this year *and virtually all next year*. Initially forecasting a December 2017 completion date and missing that mark by *four years* is entirely unacceptable.

When compared to other, even larger projects around the country, the ICC EIS has been an abject failure. From 2010-2017, the national average of the time it took a FHWA project to produce a draft EIS was approximately 4.5 years. Since the ICC EIS formally began in 2012 (when the FHWA issued a notice of intent to prepare it), we are now *more than eight years* into the project without even a draft EIS in hand.

Since the ICC has already taken *twice* as long as the national average, we simply cannot afford or tolerate any further delays. The people of Northwest Louisiana deserve better and are desperate for your assistance. The completion of I-49 is key to our region's revival and growth so that we can fulfill our unlimited potential and reverse our economic slump and crisis of outmigration.

***Please help us by confirming in a reply that you will do everything in your power to complete the environmental review as quickly as possible while maintaining the integrity of the process.***

We also respectfully request your attendance at a public meeting in Northwest Louisiana as soon as that can be arranged so that this important matter can be discussed with all stakeholders.

We stand ready to assist you in any way that we can.

Sincerely,



Mike Johnson  
Member of Congress



John Kennedy  
U.S. Senator



Bill Cassidy, M.D.  
U.S. Senator

See attached addition from Senator



Barrow Peacock  
State Senator (District 37)



Larry Bagley  
State Representative (District 7)



Larry English, Co-Chair  
Shreveport Economic Recovery Task Force



Desi Sprawls, Co-Chair  
Shreveport Economic Recovery Task Force



Linda Biernacki, Chair  
Transportation Infrastructure Committee  
Shreveport Economic Recovery Task Force



Daron West, Co-Chair  
Transportation Infrastructure Committee  
Shreveport Economic Recovery Task Force



Scott Martinez, Executive Director  
NLEP (North LA Economic Partnership)



Greg Tarver  
Senator (District 39)



Robert Mills  
State Senator (District 36)



Sam Jenkins  
State Representative (District 2)



Roy Burrell  
Caddo Commissioner (District 5)



Adrian Perkins, Mayor  
City of Shreveport



Lo Walker, Mayor  
City of Bossier City

Taylor Jamison Chair, Shreveport-Bossier  
African American Chamber

Rev. Linus Mayes  
Linus Mayes, Reverend

AL

Greg Lott, President  
Committee of 100, Northwest Louisiana

John George  
Biomedical Research Foundation

Michael Olivier, Committee of 100  
State of Louisiana

Tim Magner, President  
Shreveport Chamber of Commerce

Lisa Johnson, President  
Bossier Chamber of Commerce

Sue Nicholson, President & CEO  
Monroe Chamber of Commerce

Patrick Harrison, Immediate Past President  
Shreveport Chamber of Commerce

Pat Murphy, President  
BOMA (Business Owners & Managers Association)



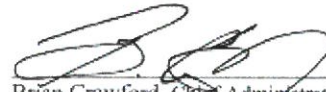
Eric Nelson, Neltec Industries & President  
Manufacturers Managers Council NWLA



Taylor Jamison  
Strategic Action Council of Shreveport



Dr. Thomas Steen Trawick, Chief Executive Officer  
Christus Schumpert Health Systems



Brian Crawford, Chief Administrative Officer  
Willis Knighton Medical Center



Chuck Daigle, Chief Executive Officer  
Oschner LSU Health Shreveport



Kristen Brown, President/CEO  
Brown Builders



Fred Kent with Kent, LLC  
Fern Avenue Medical Dental, LLC  
Lucky Land Company, LLC



Ross Barrett, Lagrange Labs, LLC  
BVM Capital, LLC



Jimmy Gosslee, Partner  
Coldwell Banker Gosslee Realtor

Additional Company/Organization Supporters:

Joseph Fuller, Jr., Alexandria City Council at Large  
Malcolm Larvadain, Alexandria City Council District 1  
Jules Green, President- Alexandria City Council District 3  
Clifford Moller, Executive Director-Greater Alexandria Economic Development Authority  
Martin W. Johnson, President-Central Louisiana Business League  
Attorney Kelvin Sanders, Alexandria  
Fifty (50) Member Shreveport Economic Recovery Task Force

Alexandria Chamber of Commerce, Joe Haggarty  
Atco Investment Company  
Black Pearl Investments  
Clifford Moller  
C. W. Lane Company, Inc.  
Eagle Distributing  
Eden Gardens Neighborhood Association  
EGH Operating, LLC  
Elm Grove Holding, LLC  
Executive Director-Greater Alexandria Economic  
Development Authority  
Fire Tech Systems, Inc.  
Gordon Inc.  
Gray Eagle Properties  
Grigsby Petroleum, Inc.  
Hand Construction  
Heard, McElroy and Vestal, LLC.  
Heritage Energy Company  
HTM Personal Concierge, LLC  
Lakeside Area Neighborhood Association  
Louisiana Coalition to Fix Our Roads (LCFOR)  
Louisiana Motor Transport Association  
McElroy Metal  
Majestic Tent & Event

McNew Architecture, APAC  
Metro Aviation  
Mooretown Neighborhood Association  
Music Mountain Water Company  
North Shreveport Business Association  
Oschner LSU Health Shreveport, Chuck Daigle  
Progressive Bank  
Red River Chevrolet  
Roberts Property Management, Inc.  
Sci-Port Discovery Center  
Sealy & Company  
Sistrunk, Adam  
Skrivanos Engineering, Stephen F. Skrivanos  
Somdale Associates, Chris Elberson  
Sound Fighter Systems, LLC  
Specialist Hospital Shreveport, LLC  
Storer Services, Craig Storer, President  
SWEPCO – Malcolm Smoak, President & COO  
The Central LA Regional Chamber of Commerce  
Vintage Title of Louisiana, Inc. by P. Carter Rogers  
Weiland Construction  
Wholesale Pump & Supply, Inc.  
William M. Comegys, III  
Willis-Knighton Cardiology



Without an EIS it is not possible to obtain a final Record of Decision (ROD) by the Federal Highway Administration (FHWA), which is necessary to complete the project's construction.

By any objective measure, the ICC EIS has been an outlier. More than three years ago, in April 2017, it was estimated and publicly reported that a ROD would be issued by December 2017 or January 2018. Of course, it was not, and many subsequent deadlines for completion have also been missed. On August 30, 2019, we were informed in a project update document from Providence Engineering that "the project [would] not likely be completed as previously estimated in 2020..." However, we remained hopeful that, at worst, the NEPA process would conclude in the early months of 2021.

To our dismay, we recently received word from DOTD that the environmental work for this project would continue through the rest of this year *and virtually all of next year*. We recognize the difficulties of this process, but initially forecasting a December 2017 completion date and missing that mark by *four years* is entirely unacceptable.

When compared to other, even larger projects around the country, the ICC EIS has been an abject failure. From 2010-2017, the national average of the time it took a FHWA project to produce a draft EIS was approximately 4.5 years. Since the ICC EIS formally began in 2012 (when the FHWA issued a notice of intent to prepare it), we are now *more than eight years* into the project without even a draft EIS in hand.

Since the ICC has already taken *twice* as long as the national average, we simply cannot afford or tolerate any further delays. The people of Northwest Louisiana deserve better and are desperate for your assistance. The completion of I-49 is key to our region's revival and growth so that we can fulfill our unlimited potential and reverse our economic slump and crisis of outmigration. Large investors have expressed interest in the opportunities for public/private partnerships associated with the ICC, and the time to move is *now*.

***Please help us by confirming in a reply that you will do everything in your power to complete the environmental review as quickly as possible while maintaining the integrity of the process.***  
We stand ready to assist you in any way that we can.

Sincerely,

A handwritten signature in blue ink, appearing to read "Donna P. Smith", is written in a cursive style.

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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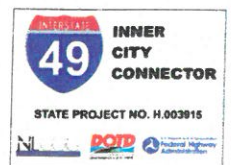
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**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Robert Dean  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



ROBERT L. DEAN, CPA/ABV  
PARTNER  
318-429-2023 DIRECT  
RLDEAN@HMVCPA.COM



---

REGIONS TOWER  
333 TEXAS STREET, SUITE 1525 | SHREVEPORT, LOUISIANA 71101  
318.429.1525 (P) | 318.429.2124 (F)

October 17, 2023

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

In concert with the municipalities and many other organizations across the region, I have been steadfast in my determination that this roadway must be completed, and I have stated affirmatively and consistently that I believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

I recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. I am on record supporting the current locally preferred alternative, Route 1 through the city, as I believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, I firmly believe that a route through the city is critical to the completion of this project. Thus, I affirm my support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

My focus and concern has always been the completion of this vital roadway, and so today I call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RLD', with a long, sweeping underline.

Robert L. Dean, CPA, Partner

RLD;tgc

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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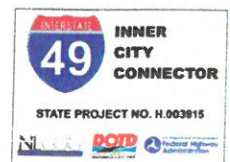
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**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Darin Seal  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



DARIN K. SEAL, CPA  
PARTNER  
318-429-2012 DIRECT  
[DKSEAL@HMVCPA.COM](mailto:DKSEAL@HMVCPA.COM)



---

REGIONS TOWER  
333 TEXAS STREET, SUITE 1525 | SHREVEPORT, LOUISIANA 71101  
318.429.1525 (P) | 318.429.2124 (F)

October 17, 2023

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What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

In concert with the municipalities and many other organizations across the region, I have been steadfast in my determination that this roadway must be completed, and I have stated affirmatively and consistently that I believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

I recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. I am on record supporting the current locally preferred alternative, Route 1 through the city, as I believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, I firmly believe that a route through the city is critical to the completion of this project. Thus, I affirm my support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

My focus and concern has always been the completion of this vital roadway, and so today I call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

Sincerely,

A handwritten signature in dark ink, appearing to read 'D. Seal', written over a horizontal line.

Darin K. Seal, CPA, Partner

DKS:krf

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/23  
Name: Walker Coburn  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*See Attached*



J. WALKER COBURN, CPA  
PARTNER  
318-429-2109 DIRECT  
[WCOBURN@HMVCPA.COM](mailto:WCOBURN@HMVCPA.COM)



---

REGIONS TOWER  
333 TEXAS STREET, SUITE 1525 | SHREVEPORT, LOUISIANA 71101  
318.429.1525 (P) | 318.429.2124 (F)

October 17, 2023

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What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

In concert with the municipalities and many other organizations across the region, I have been steadfast in my determination that this roadway must be completed, and I have stated affirmatively and consistently that I believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

I recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. I am on record supporting the current locally preferred alternative, Route 1 through the city, as I believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

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My focus and concern has always been the completion of this vital roadway, and so today I call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

Sincerely,

A handwritten signature in dark ink, appearing to read "Walker Coburn". The signature is fluid and cursive, written in a professional style.

Walker Coburn, CPA, Partner

JWC:krf



October 25, 2023

Mr. Kent Rogers  
Executive Director  
Northwest Louisiana Council of Governments  
625 Texas St, #200  
Shreveport, LA 71101

RE: I-49 Inner-City Completion Support

Dear Mr. Rogers,

This letter is in support of the completion of the I-49 Inner City Connector (ICC). The mission of the World Trade Center of New Orleans is to support, promote, and attract international trade and businesses for the benefit of Louisiana.

The completion of the ICC is vital to the economic competitiveness of Shreveport and Louisiana. Once completed, the ICC will ensure the efficient movement of goods and play an integral part of an international controlled-access North-South highway system.

Coupled with other logistical advantages, the completed ICC will spur economic growth in the Shreveport region and will allow for the efficient flow of goods to the largest port system in the Western Hemisphere along the Lower Mississippi River.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Crabtree", is written over a light blue horizontal line.

Harrison Crabtree  
Director, World Trade Center New Orleans





October 24, 2023

TO:

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: 1-49 Inner-City Completion Support

To Whom It May Concern,

We are writing this letter of support for the completion of the I-49 Inner-City Connector (ICC) on behalf of the Vintage Construction Group and VAS Construction.

Vintage Construction Group and VAS Construction are small businesses based here in Shreveport, and we develop new neighborhoods, build new homes, and serve as general contractor on light commercial construction projects. The lion's share of our work is here in Shreveport, and the life blood of what we do depends on our city's success and growth. We are committed to Shreveport and hope to aid in its success for many years to come.

The completion of the 3.5 mile I-49 ICC will bring significant opportunities for economic growth and development to not only Shreveport-Bossier but to all of Louisiana. We support the closest, most convenient and direct route through the City of Shreveport that will connect I-49 with 1-20 and 1-220.

We encourage all local, state and federal entities to do what is necessary to complete this important transportation project as quickly as possible.

Sincerely,



Southwestern Electric  
Power Company  
P.O. Box 21106  
Shreveport, LA 71156-0001  
AEP.com

Brett Mattison  
President and COO

October 17, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: I-49 Inner City Connector Completion

Greetings:

This is a letter of support for the completion of the I-49 Inner City Connector (ICC).

SWEPCO operates a large fleet of small and commercial vehicles in our Louisiana Service area, and specifically, in the Shreveport-Bossier City metroplex. As we operate and maintain our electrical grid and generation facilities, easy and timely access to facilities and outage locations are crucial to the health and public safety of our customers. Additionally, our concerns with Economic Development in the region call for a completed highway infrastructure to support a vibrant economy and connections to existing highway infrastructure to the North, South, East and West.

We support the most direct route for this connection that satisfies environmental, cultural and budgetary concerns. SWEPCO does have concerns with the newly proposed Route 3A due to the close proximity to our Arsenal Hill and Stall Generating Plants. If this route remains under consideration, we request the opportunity to meet with Providence Engineer to further discuss impacts.

This is a project that is long overdue for our region and the benefits of completing the ICC will be beneficial to our entire region.

SWEPCO encourages a final decision on the route and progress toward encumbering the remaining funding for completion of the project.

Sincerely,

Brett Mattison  
President & COO



This letter is written on behalf of the Greater Shreveport Chamber and the Shreveport-Bossier Committee of 100.

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

The Chamber and Committee of 100, in concert with the municipalities and many other organizations across the region, have been steadfast in our determination that this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

We recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. Our groups are on record supporting the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today on behalf of the thousands of businesses and tens of thousands of employees we represent, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.



This letter is written on behalf of the Greater Shreveport Chamber and the Shreveport-Bossier Committee of 100.

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

The Chamber and Committee of 100, in concert with the municipalities and many other organizations across the region, have been steadfast in our determination that this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

We recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. Our groups are on record supporting the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today on behalf of the thousands of businesses and tens of thousands of employees we represent, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.



## Board Resolution

### 2023 OFFICERS

#### PRESIDENT

Peter Hays  
Cross Keys Bank

#### PRESIDENT-ELECT

Randy Robinson  
Gibbsland Bank & Trust

#### SECRETARY

Diane Marlowe  
Franks Management Company, LLC

#### TREASURER

Debbie Martin  
Roberts and Murphy, Inc.

### 2023 DIRECTORS

Kathy Brown

Richard Carroll  
Carroll Insulation & Window Co., Inc.

Jay Hayter  
Edward Jones

Andrea Hollenshead  
Team Spirit Petroleum

Tuesday Houston  
CB&T of Vivian

Sherrie Johnson  
BPCC (Retired)

Bruce Roberts  
Roberts Property Management Inc.

John Smith  
John H. Smith, CPA, LLC

Brian Tull  
CB&T of Vivian

Gerald Joshua, Past President  
NLTC (Retired)

[www.ShreveportNorth.org](http://www.ShreveportNorth.org)  
[info@ShreveportNorth.org](mailto:info@ShreveportNorth.org)  
Telephone: 318-677-4397

1500 North Market Street  
Suite B-104  
Shreveport, LA 71107

### Supporting the Completion of Interstate 49 through an Inner-City Connector/Build Alternative 3A

**WHEREAS**, the North Shreveport Business Association has been an integral part of Economic Development in the North Shreveport area for over thirty-five years, has major interest in the transportation systems of this area, and has been a partner with local economic development agencies;

**WHEREAS**, Interstate 49, once completed, will be an integral part of an international controlled-access, North-South highway system linking the State of Louisiana to markets and destinations in Canada, Northern United States, and all intermediate points;

**WHEREAS**, the completion of I-49 through Shreveport/Bossier is vital to the economic development of Northwest Louisiana, as it will attract new businesses and industries to this area and open new markets to existing business and industry;

**WHEREAS**, I-49 has been, or soon will be, completed through Shreveport and Caddo Parish except for the final segment between Interstates 20 and 220, the location of which has yet to be determined;

**WHEREAS**, an urgent need exists for the designation of the location of this remaining segment of I-49, so that funding can be obtained and construction commenced and completed without further delay;

**WHEREAS**, the only feasible route for this remaining segment of I-49 is the Build Alternative 3A;

**WHEREAS**, the Build Alternative 3A will promote the quality of life, safety and economic opportunity in downtown Shreveport/Bossier and the neighborhoods that lie along the route, revitalizing those neighborhoods, and providing them with efficient transportation to other areas of the city;

**WHEREAS**, this route will also provide residents of the neighborhoods and towns to the north with faster access to the University Health Emergency Trauma Center and other health care facilities in Shreveport;

**NOW, THEREFORE, BE IT RESOLVED**, that the **North Shreveport Business Association** supports the designation of the Inner City Connector, being the Build Alternative 3A, as the route of the remaining segment of Interstate 49 through the City of Shreveport, and supports the construction of the highway in that location in a manner consistent with modern, best practices for the construction of urban highways, with due regard being given in the design and construction of the highway for the concerns of affected neighborhoods, residents and businesses.

**BE IT FURTHER RESOLVED** that on this 17th day of October, 2023 the **North Shreveport Business Association** urges and requests all governmental authorities having jurisdiction, as well as all local residents and businesses, to support the designation of the Inner City Connector/Build Alternative 3A as the route for the remaining segment of I-49 and urges and requests interested parties to refrain from future construction and development activities that would be inconsistent with that designation.

---

Peter Hays, President

---

Gerald Joshua, Past President

---

Diane Marlowe, Secretary

---

Debbie Martin, Treasurer

---

Bruce Roberts, Director



CADDO BOSSIER  
PORT COMMISSION

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

October 24, 2023

Mr. Kent Rogers  
Executive Director  
Northwest Louisiana Council of Governments  
625 Texas Street #200  
Shreveport, LA 71101

Re: I-49 Inner City Connector  
State Project No. H.003915

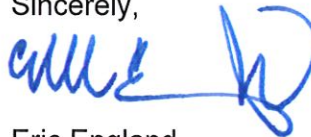
Dear Mr. Rogers:

This letter is written to express support of completing the above referenced project. In accordance with the information provided at the Public Meeting held October 17, 2023, Options 1 and 3a are ideal and preferred routes.

The Caddo Bossier Parishes Port Commission's Port Complex is an economic engine and multimodal complex for our region. The complex facilitates millions of tons of cargo by truck, rail and barge. We must complete the project to facilitate our existing and anticipated future shipments.

It is imperative you exhaust all possible efforts to expediate the remaining portions of the Stage 1 for a Record of Decision to be issued as soon as possible for either Route 1 or 3a. Should you require additional information, please do not hesitate to contact me. Until such time, I remain

Sincerely,



Eric England  
Executive Port Director

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

MEMBERS: *Walter O. Bigby Jr., President; Bill Altimus, Vice President; Joshua K. Williams, Secretary Treasurer; Erica R. Bryant; Sam N. Gregorio; Roy Griggs; James D. Hall; Capt. Thomas F. Murphy; Rick C. Prescott*



October 25, 2023

My name is John Hoogland and I am the Vice President of Hoogland's Landscape. We have been in business in the Shreveport/Bossier area for over 40 years and we have a fleet of over 35 trucks and we use the interstate system on a daily basis.

I am writing to show my support to the I-49 Inner City Connector project. Our community would benefit from this addition immensely. It would contribute to our economy, our business commutes and cut down on inner city routes that create such an issue as far as wear and tear on our trucks, trailers and roads. We ask that you please commit to this project and begin as soon as possible so our community can appreciate and enjoy it even more.

A handwritten signature in black ink, appearing to read "John Hoogland", is written over a horizontal line.

John Hoogland • Vice President  
Hoogland's Landscape, LLC





October 17, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

RE: I-49 Inner-City Completion Support  
Shreveport, LA

To Whom It May Concern,

I am writing this letter in support of Alternate Route #1. This 3.5 miles of Inner-City Connector will connect Winnipeg Canada to South Louisiana and will add jobs and provide an economic impact of \$800 million to North Louisiana. My company, Fire Tech Systems, has a fleet of 65 trucks and services 6 states, and is incurring additional costs for fuel and maintenance as a direct result of not completing this critical artery of our city.

The completion of the I-49 ICC carries a magnitude of benefits for our community along with economic development and growth. We support the closest, most cost effective and direct route through the City of Shreveport connecting I-49 with I-20 and I-220. It is a project that is long overdue, and our community has been supporting for over two decades. This important transportation project must be completed for the economic prosperity of our entire region.

I have enclosed a letter from 2019 by the Community Leaders of North Louisiana where over 200 plus leaders in our community have signed off supporting Route 1 and the completion of I-49 ICC.

Sincerely,

Linda M. Biernacki  
President  
Fire Tech Systems, Inc.

Enclosure

# COMMUNITY LEADERS *of* NORTH LOUISIANA

The Honorable John Bel Edwards  
Governor  
State of Louisiana  
P.O. Box 94004  
Baton Rouge, LA 70804

Wes Bollinger  
Louisiana Division Administrator  
Federal Highway Administration  
5304 Flanders Drive, Suite A  
Baton Rouge, LA 70808

The Honorable Shawn Wilson  
Secretary  
Louisiana Dept. of Transportation & Development  
1201 Capitol Access Road  
Baton Rouge, LA 70802

Kent Rogers  
Executive Director  
NLCOG  
625 Texas Street, Suite 200  
Shreveport, LA 71101

Rich Major  
Interim CEO  
Providence Engineering  
1201 Main Street  
Baton Rouge, LA 70802

Dear Sirs:

This letter is being sent to express our concerns with the continued delays in the environmental review process for the I-49 Inner-City Connector (ICC) project in Shreveport, and to request your immediate assistance in ensuring the task is completed quickly and correctly.

Though it has long been understood that the ICC is vital to the sustainability and advancement of Northwest Louisiana and the surrounding region, it is even more important today. As our state begins the long and difficult process of rebuilding its economy following the COVID-19 pandemic, we must prioritize key infrastructure projects that will stimulate economic growth and put our people back to work. Completing the ICC will result in an estimated \$800 million in annual impact in Louisiana and thousands of new jobs.

As you know, the environmental review process for the I-49 project is required by the National Environmental Policy Act (NEPA). While this is a federal statute, the leaders of each state typically assume the responsibility of satisfying its requirements, namely preparing a project's environmental impact statement (EIS). Without an EIS it is not possible to obtain a final Record of Decision (ROD) by the Federal Highway Administration (FHWA), which is necessary to complete a project's construction.

Although Louisiana has routinely completed an EIS in a timely manner for many other federal/state projects in the past, the ICC has been a frustrating exception. While the community leaders and elected officials signed on to this letter have worked tirelessly for years to advance the ICC, the countless delays and missed deadlines with the EIS have created a roadblock.

By any objective measure, the ICC EIS has been an outlier. More than three years ago, in April 2017, it was estimated and publicly reported that a ROD would be issued by December 2017 or January 2018. Of course, it was not, and many subsequent deadlines for completion have also been missed.

On May 18, 2020, we received word from DOTD that the environmental work for this project would continue through the rest of this year *and virtually all next year*. Initially forecasting a December 2017 completion date and missing that mark by *four years* is entirely unacceptable.

When compared to other, even larger projects around the country, the ICC EIS has been an abject failure. From 2010-2017, the national average of the time it took a FHWA project to produce a draft EIS was approximately 4.5 years. Since the ICC EIS formally began in 2012 (when the FHWA issued a notice of intent to prepare it), we are now *more than eight years* into the project without even a draft EIS in hand.

Since the ICC has already taken *twice* as long as the national average, we simply cannot afford or tolerate any further delays. The people of Northwest Louisiana deserve better and are desperate for your assistance. The completion of I-49 is key to our region's revival and growth so that we can fulfill our unlimited potential and reverse our economic slump and crisis of outmigration.

***Please help us by confirming in a reply that you will do everything in your power to complete the environmental review as quickly as possible while maintaining the integrity of the process.***

We also respectfully request your attendance at a public meeting in Northwest Louisiana as soon as that can be arranged so that this important matter can be discussed with all stakeholders.

We stand ready to assist you in any way that we can.

Sincerely,



Mike Johnson  
Member of Congress



John Kennedy  
U.S. Senator



Bill Cassidy, M.D.  
U.S. Senator

See attached addition from Senator



Barrow Peacock  
State Senator (District 37)



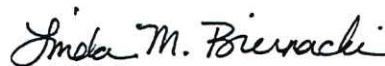
Larry Bagley  
State Representative (District 7)



Larry English, Co-Chair  
Shreveport Economic Recovery Task Force



Desi Sprawls, Co-Chair  
Shreveport Economic Recovery Task Force



Linda Biernacki, Chair  
Transportation Infrastructure Committee  
Shreveport Economic Recovery Task Force



Daron West, Co-Chair  
Transportation Infrastructure Committee  
Shreveport Economic Recovery Task Force



Scott Martinez, Executive Director  
NLEP (North LA Economic Partnership)



Greg Tarver  
Senator (District 39)



Robert Mills  
State Senator (District 36)



Sam Jenkins  
State Representative (District 2)



Roy Burrell  
Caddo Commissioner (District 5)



Adrian Perkins, Mayor  
City of Shreveport



Lo Walker, Mayor  
City of Bossier City

Taylor Jamison Chair, Shreveport-Bossier  
African American Chamber

Linus Mayes, Reverend

Greg Lott, President  
Committee of 100, Northwest Louisiana

John George  
Biomedical Research Foundation

Michael Olivier, Committee of 100  
State of Louisiana

Tim Magner, President  
Shreveport Chamber of Commerce

Lisa Johnson, President  
Bossier Chamber of Commerce

Sue Nicholson, President & CEO  
Monroe Chamber of Commerce

Patrick Harrison, Immediate Past President  
Shreveport Chamber of Commerce

Pat Murphy, President  
BOMA (Business Owners & Managers Association)



Eric Nelson, Neltec Industries & President  
Manufacturers Managers Council NWLA



Taylor Jamison  
Strategic Action Council of Shreveport



Dr. Thomas Steen Trawick, Chief Executive Officer  
Christus Schumpert Health Systems



Brian Crawford, Chief Administrative Officer  
Willis Knighton Medical Center



Chuck Daigle, Chief Executive Officer  
Oschner LSU Health Shreveport



Kristen Brown, President/CEO  
Brown Builders



Fred Kent with Kent, LLC  
Fern Avenue Medical Dental, LLC  
Lucky Land Company, LLC



Ross Barrett, Logniapp Labs, LLC  
BVM Capital, LLC



Jimmy Gosslee, Partner  
Coldwell Banker Gosslee Realtor

Additional Company/Organization Supporters:

Joseph Fuller, Jr., Alexandria City Council at Large  
Malcolm Larvadain, Alexandria City Council District 1  
Jules Green, President- Alexandria City Council District 3  
Clifford Moller, Executive Director-Greater Alexandria Economic Development Authority  
Martin W. Johnson, President-Central Louisiana Business League  
Attorney Kelvin Sanders, Alexandria  
Fifty (50) Member Shreveport Economic Recovery Task Force

Alexandria Chamber of Commerce, Joe Haggarty  
Atco Investment Company  
Black Pearl Investments  
Clifford Moller  
C. W. Lane Company, Inc.  
Eagle Distributing  
Eden Gardens Neighborhood Association  
EGH Operating, LLC  
Elm Grove Holding, LLC  
Executive Director-Greater Alexandria Economic  
Development Authority  
Fire Tech Systems, Inc.  
Gordon Inc.  
Gray Eagle Properties  
Grigsby Petroleum, Inc.  
Hand Construction  
Heard, McElroy and Vestal, LLC.  
Heritage Energy Company  
HTM Personal Concierge, LLC  
Lakeside Area Neighborhood Association  
Louisiana Coalition to Fix Our Roads (LCFOR)  
Louisiana Motor Transport Association  
McElroy Metal  
Majestic Tent & Event

McNew Architecture, APAC  
Metro Aviation  
Mooretown Neighborhood Association  
Music Mountain Water Company  
North Shreveport Business Association  
Oschner LSU Health Shreveport, Chuck Daigle  
Progressive Bank  
Red River Chevrolet  
Roberts Property Management, Inc.  
Sci-Port Discovery Center  
Sealy & Company  
Sistrunk, Adam  
Skrivanos Engineering, Stephen F. Skrivanos  
Somdale Associates, Chris Elbersen  
Sound Fighter Systems, LLC  
Specialist Hospital Shreveport, LLC  
Storer Services, Craig Storer, President  
SWEPCO – Malcolm Smoak, President & COO  
The Central LA Regional Chamber of Commerce  
Vintage Title of Louisiana, Inc. by P. Carter Rogers  
Weiland Construction  
Wholesale Pump & Supply, Inc.  
William M. Comegys, III  
Willis-Knighton Cardiology

**A.D. JOHNSON, JR., CPA, LLC  
333 TEXAS STREET, SUITE 1525  
SHREVEPORT, LOUISIANA 71101**

October 17, 2023

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

A.D. Johnson, Jr. CPA, LLC, in concert with the municipalities and many other organizations across the region, have been steadfast in our determination that this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

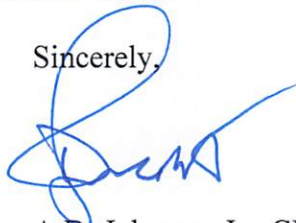
We recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. Our groups are on record supporting the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tri- partite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today on behalf of the thousands of businesses and tens of thousands of employees we represent, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.

Sincerely,



A.D. Johnson, Jr., CPA

**A.D. JOHNSON, JR., CPA, LLC  
333 TEXAS STREET, SUITE 1525  
SHREVEPORT, LOUISIANA 71101**

October 17, 2023

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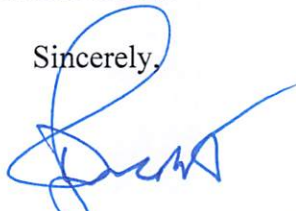
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The way before us is clear and the time for action is now.

Sincerely,



A.D. Johnson, Jr., CPA



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

Please use this form if you have any questions, comments, or concerns of which you would like the project team to become aware and to ensure that your comments are included in the official transcript for this public meeting.

Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

Email: kerryoriol@providenceeng.com  
Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/26/2023  
Name: Grant Oliver  
Address: 9016 Hayden Dr.  
Shreveport, LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I am in support of Alternate Route # 1.

It is the most direct and most effective route with minimal disruption to Attendate neighborhood.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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Or Mail: T-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-25-2023  
Name: Karen Rimmer  
Address: 640 Delaware  
Shreveport LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I am in support of Alternate Route # 1.

It is the most direct and most effective route with  
minimal disruption to Attendate neighborhood.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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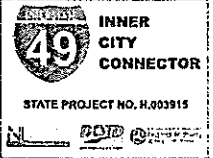
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**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: October 27, 2023  
Name: Wayne Brown  
Address: 1619 Jimmie Davis Highway  
Bossier City, LA 71102

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I send this comment to show my support to complete the I-49 ICC, utilizing Route 1. This route will be what drives NW LA into more jobs and an economic impact of \$800 million dollar. As Chairman of the C100 of Louisiana Economic Development, I fully support this effort. I see this as a great benefit not only for our area but also for Louisiana.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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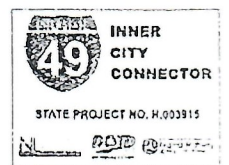
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Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/25/23  
Name: Rachel Rimmer  
Address: 1013 W Pointe Loop  
Shreveport La 71102

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I am in support of Alternate Route # 1.  
It is the most direct and most effective route with minimal disruption to Attendate neighborhood.



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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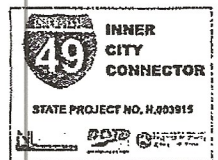
Email: kerryoriol@providenceeng.com  
Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-27-2023  
Name: PATRICK LEAS  
Address: 2720 LONG LAKE DR  
SHREVEPORT, LA 71106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I WANT TO TAKE THE OPPORTUNITY TO REITERATE HOW IMPORTANT COMPLETING THIS I-49 CONNECTOR THROUGH SHREVEPORT IS TO OUR COMMUNITY & STATE. ALTERNATIVE 1 IS THE MOST DIRECT AND FAVORABLE ROUTE. THE SEAMLESS FLOW OF TRAFFIC TO OUR COMMUNITY IS CRUCIAL. THIS DECISION MUST BE MADE TIMELY AS WE HOLD THE LAST BROKE LINK TO THE HIGHWAY SYSTEM CHAIN.

Thank you for your consideration





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/18/23  
Name: Emily Leahy  
Address: 1369 Holmes Rd.  
Keatchie, LA 71046

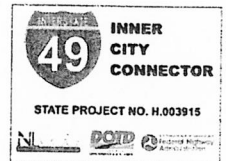
**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I am a Shreveport business owner. The infrastructure of I-49 has been a focus of our community for decades. The fact that there is now a 3.5 mile gap is ridiculous. The delays in this project are inexcusable. I agree that a route should be cost efficient and that it should be the least disruptive to the city.

I support Route 1 as being the shortest, least disruptive and most direct route. However, if this is not feasible, I would support Route 3A as an alternative.

I look forward to a decision being made and this project being completed as soon as possible.  
Sincerely,

Emily Leahy



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

Please use this form if you have any questions, comments, or concerns of which you would like the project team to become aware and to ensure that your comments are included in the official transcript for this public meeting.

Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/18/23  
Name: Emily Leahy  
Address: 1369 Holmes Rd.  
Keatchie, LA 71046

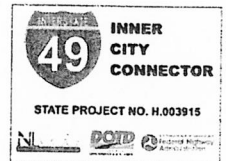
**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

I am a Shreveport business owner. The infrastructure of I-49 has been a focus of our community for decades. The fact that there is now a 3.5 mile gap is ridiculous. The delays in this project are inexcusable. I agree that a route should be cost efficient and that it should be the least disruptive to the city.

I support Route 1 as being the shortest, least disruptive and most direct route. However, if this is not feasible, I would support Route 3A as an alternative.

I look forward to a decision being made and this project being completed as soon as possible.  
Sincerely,

Emily Leahy





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Email: kerryoriol@providenceeng.com  
Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-25-23  
Name: Dale Rimmer  
Address: 640 Delaware St,  
Shreveport, LA 7106

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Dale Rimmer

I am in support of Alternate Route # 1.

It is the most direct and most effective route with minimal disruption to Attendate neighborhood.



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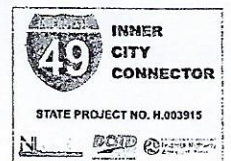
Email: kerryoriol@providenceeng.com  
Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-24-2023  
Name: MICHAEL TALBOT  
Address: 1130 FULLERTON STREET  
SHREVEPORT, LA 71107

PLEASE CONSIDER THE FOLLOWING COMMENTS:

We Support THE I-49 CONNECTOR PROJECT!

Michael Talbot



Gray Eagle Properties, LP  
900 W. 62<sup>nd</sup> Street  
Shreveport, LA 71106

October 16, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

***Re: Interstate 49 Inner-City Connector***

All:

Gray Eagle Properties, LP strongly supports the completion of the Interstate 49 Inner-City Connector. Our community sits at a literal crossroads. We can choose to complete the crossroads and watch our community grow and prosper as a result. Or we can continue to delay action and watch our southern state neighbors reap the benefits of our mistakes.

Investing in our community's infrastructure should be the top priority of leadership. A strong infrastructure attracts business, expands our tax base, creating jobs and prosperity for our entire community.

For these reasons I support the completion of the Interstate 49 Inner-City Connector.

Sincerely,



Robert Nichols  
Managing Partner

PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



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ROUTE I-49  
SHREVEPORT, LA

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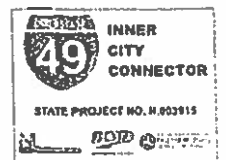
Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

Email: kerryoriol@providenceeng.com  
Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-27-2023  
Name: Gary D. Moore  
Address: P.O. Box 2071  
Shreveport, LA 71166-2071

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Alternative 1 should be chosen as the final route. It is the most direct route and therefore will be less costly to build. And the construction time will be shorter. Alternative 3A will be costly and will require longer construction time.  
This project has been delayed long enough. For the benefit of all citizens in Northwest Louisiana, select Alternative 1 and move forward.



**From:** Mike Waldon <[mike@mwaldon.com](mailto:mike@mwaldon.com)>

Date: October 23, 2023 at 1:49:10 PM EDT

To: [info@i49shreveport.com](mailto:info@i49shreveport.com)

Cc: Kerry Oriol <[kerryoriol@providenceeng.com](mailto:kerryoriol@providenceeng.com)>

Subject: **[E] Public comment on Shreveport I-49 ICC by Michael Waldon for inclusion in open house meeting comments**

I submit the following comments on the proposed I-49 ICC. Please include these comments with others compiled from the open-house meeting held on October 17, 2023.

Alternative 5 is the only acceptable choice among the alternatives offered. However, alternative 5 appears to be drastically over-designed. Shreveport currently has a viable western bypass following Route 3132/I-220. When my wife and I took that bypass route last year we had a dark laugh together about the folly of the state proposing to spend hundreds of millions to build a redundant second parallel interstate across the City of Shreveport.

The project's only true purpose, in our opinion, was to distribute tax dollars to out-of-state construction companies who reciprocate with monetary support of the project's political cheerleaders. To be clear, this does not simply happen in Shreveport, or Louisiana. State departments of transportation across the US have been "captured" by their own contractors, and contractors have come to be viewed as the "customers" to be served by these agencies. The problem begins at the national level where there is a need for reform of highway planning and funding. Until such reform happens, local citizen action must correct much of the bias for big-spending projects that originates in federal and state governments. It is my hope that in a very small way my comments and the comments of others will play such a role.

Unlike the other alternatives, alternative 5 can be compatible with a Fix-It-First spending plan. By selecting alternative 5, the current roadways (Route 3132 and I-220) could be first repaired. At some future time if demand ever increases these roadways could then be upgraded. Louisiana's roads and bridges are falling apart from lack of maintenance. I-10 in New Orleans is rusting away, and Shreveport Route 3132 is badly in need of maintenance and repair. Fix-It-First is a common sense policy which I believe is supported by the vast majority of taxpayers. However many politicians fear Fix-It-First; there is never a ribbon-cutting or photo op when a pothole gets filled or a bridge is painted. Sadly, the former Secretary of DOTD, Dr. Shawn Wilson lobbied congress in opposition to Fix-It-First. At this point it is left to citizens to insist on this common sense approach from our elected and appointed leaders when they are spending our money.

With the exception of alternative 5, the ICC has already and will continue to damage the economy of Shreveport and lessen the quality of life for its citizens. One purpose of the ICC project is "To provide for economic development by improved access to the Interstate System." History of urban interstate construction demonstrates that these projects devastate large parts of the urban community. Typical property values of homes near an urban interstate fall by at least 12-15%. Simply by proposing this project the DOTD caused serious economic decline in

communities along the planned corridor - no one wants to buy a house near an urban interstate or future interstate construction. While there may be some interests who would see economic gains from the ICC, many others will suffer. The specter of having an interstate constructed has not only caused loss of property values, but also loss of population and a serious reduction of the local tax base. An honest economic evaluation of the ICC would include the economic and social hardships and losses that have been and would be taken by the government from Shreveport residents. The ICC transfers wealth from Shreveport residents to the interests of out-of-state highway contractors and a few influential businesses. Even the planning of the Shreveport ICC has been, in reality if not legally, a government taking of property without compensation. The project has been inequitable and unjust. By its plan and by following racially biased historic federal guidance, the ICC places great disproportionate hardship.

Finally, the presentation of photos of lovely things communities have done to beautify areas under interstate bridges are frankly insulting. Communities at great expense to themselves do infrequently find ways to repair a small part of the aesthetic, environmental, and social damage done by urban interstates. But in the end urban interstates are still loud, polluted, and unsafe spaces that take wealth from the community. Try holding a conversation in a normal voice near an interstate. Think about the long-term consequences of just breathing near an interstate. Consider pedestrian safety when we know that items from hubcaps, to litter, to cars and even cows (in Baton Rouge) fly from interstates. If you think you must show pictures of interstate beautification, at least have the honesty to say that these are not paid for by the DOTD or Federal Highway programs.

Thank you for the opportunity to comment. My wife and I were longtime Louisiana residents. Last year, just like more than 100,000 others, we moved out of Louisiana. Although we no longer live in Louisiana, we continue to want the very best for our many Louisiana friends in Shreveport and throughout the State.

Michael G. Waldon, Ph.D.  
415 Nottingham Rd  
Newark, DE 19711  
337-852-3668, email: [mike@mwaldon.com](mailto:mike@mwaldon.com)

**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/17/2023  
Name: Danielle Richard  
Address: 2016 Atlantic  
Shreveport 71105

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

See three attached handouts,  
Route 5 is the only legal option shown.  
So route 5 is my preference, although  
it is not necessary to expand capacity.  
Please reach out to + work with  
Atlantic Group to collaborate on what  
would work well + not rely on  
propaganda + misinformation to  
justify this mega project,



CHARLES L. MAROHN, JR.

CONFESSIONS

*OF A*

RECOVERING  
ENGINEER

TRANSPORTATION

FOR A

STRONG  
TOWN

WILEY



of funding, were presented as the best hope for quickly getting money flowing and people back to work.

In my experience, these were not the best projects; they were the worst. Having gone through the lengthy process of planning and design, when the moment of decision came, local leaders opted to accept their sunk costs and table the project because they could not justify spending local money on it. That is a bad project. Then overnight, with federal stimulus providing the option of using someone else's money, these projects suddenly became an excellent use of resources.

Every year since 2014, the Frontier Group, a research organization that is part of the Public Interest Network, publishes a report on highway boondoggles. These are all horrible projects, but they are also easy targets because of their size. Every city has multiple versions of 4th Street — small transportation projects that are overdesigned, overbuilt, and a waste of funding — which together represent death by a million cuts for our economy. Documenting them all would be impossible.

Even so, *Highway Boondoggles 4*, published in 2018, focused on a project I have become intimately familiar with: the I-49 Inner City Connector in Shreveport, Louisiana. While an egregious example of a transportation project shifting from being the means to becoming the end unto itself, it is worth examining because it mirrors many of the dynamics I have experienced with smaller-scale, more local projects.

It certainly reflects the kind of thinking that created the current version of State Street in Springfield.

## Allendale Strong

The first time that I went to Shreveport, my luggage was lost by the airlines. I remember having that unkept feeling that comes with not being able to change clothes. For a Minnesotan, Louisiana is hot and humid, even during the winter. One of my hosts, a young engineer, local activist, and Strong Towns member named Tim Wright, walked with me to the Allendale neighborhood where I was scheduled to meet with some residents at a place called the "Friendship House." I was carrying an overloaded briefcase and was tired, sweaty, and wishing I could be somewhere else.

When we reached the neighborhood, the outward signs of poverty were clear. The houses were small. Many were in a state of disrepair, with some boarded up. There were numerous vacant lots overgrown with weeds. An old wooden retaining wall was crumbling and looked like it might give way in a hard rain. The streets were falling apart, clearly neglected for decades. This was a struggling place. I did not see a lot of hope and, in a bit of self-absorption, was wishing this meeting would be quick so I could collect my things from the airport.

I have a keen eye for neighborhoods, though, and I started to see things that did not fit the context, at least not the one I was imposing. A series of modest homes badly in need of paint but with freshly mowed grass and well-tended flower beds. A sign that kept repeating in the windows and on lawns expressing love and support for the neighborhood and the people who lived there. A group of men hanging out on the porch offering an unsolicited friendly wave and warm greeting to an obvious outsider. A little bit of public art — not graffiti, but something subtle and beautiful that a person driving through was not likely to notice, but a person walking by would enjoy. All of these little things started to cut through my impatience and alerted me that there was more to the story.

And then there was Ms. Rosie's garden, a humble plot that exuded a sense of neighborly love amid the modest beds of flowers. A few minutes after strolling through the garden, I would meet its creator, Rosie Chaffold, an Allendale resident who built it as her way of resisting the neighborhood decline.

After some drug dealers burned down her garage and shot out some of the windows in her house, she responded in a way that I, as a Christian, am called to do, but generally find too difficult to even fully comprehend. Here is how she described it in an interview:

I felt like in some way, God was not going to let Allendale be lost. I asked a man who owned a lot here if I could use it to put in a garden. I have always loved flowers since childhood. They bring beauty and they give me hope and they would give me strength for the rest of the day. He said they have already burned your garage down and shot out your windows. Do you want them to kill you?

I remember telling him that if I die trying to save this neighborhood, I am ready to go. And I meant it. It was too nice of a place to just let it go. I came early in the morning to work in the garden and the drug dealers would laugh at me and call me names. That went on for months and then some of them started to work in the garden.<sup>4</sup>

More would join in, and then a community group started to help, and ultimately the modest Allendale Garden of Hope and Love, as it is known, became a fixture of the neighborhood. And an inspiration. Allendale residents face their many challenges first with hope and love, and then with whatever else they can do together. I learned this at the Friendship House.

As I arrived, I was warmly greeted and welcomed in. In short order, I was seated awkwardly at the focal point of a circle of people who began to tell me the story of their struggle with something called the "I-49 Inner City Connector." These were obviously kind, generous, and thoughtful people, but as they spoke, I found their story increasingly difficult to believe.

Interstate 49 runs from Kansas City, Missouri, south to Lafayette, Louisiana. While important regionally, the roadway has a huge gap in Arkansas and another in Shreveport, an indication that it has long been a low priority from an interstate perspective. The people at the Friendship House told me how there was a plan to route the Shreveport section of this highway through their neighborhood, taking out many of their homes and businesses. The project was going to cost \$700 million, an astounding sum for what I could surmise was only a modest improvement in travel time. The alternate route the assembled Friends preferred would avoid their neighborhood but would cost even more. The Allendale route was being advocated for by a local group of prominent citizens, ominously called the Committee of One Hundred.

I asked questions and they presented me with articles and brochures explaining the project, but I remember thinking that this could not possibly be the story. The federal government was paying to run a highway through a poor, disadvantaged, and almost exclusively black neighborhood? The plan would kick these families out of their homes, destroying whatever wealth they had built, tearing apart a tight-knit community? The project was being pushed by a group of local insiders calling themselves the Committee of One Hundred, a name that would only work in a large and smoke-filled room?

I knew that I was a long way from Minnesota, but this story was impossible to believe. I liked the people assembled at the Friendship House a lot, and I wanted to assist them if I could, but this was 2016, not 1966. Despite their warmth and generosity, I found their narrative improbable. That is just not how these things work these days.

I am deeply grateful for their patience with my naïve doubt because, of course, I was wrong. That is how things are still working

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in Shreveport, and far too many other communities. The Louisiana Department of Transportation, with the financial backing of the federal government, is preparing to build a highway through the Allendale neighborhood. The plan to dislocate the families that live there and destroy their homes hangs over the neighborhood like a Sword of Damocles, emaciating Allendale by starving it of needed investment capital. The lessons from heavy-handed government action in disenfranchised minority neighborhoods during the interstate-building era have been forgotten, smoothed over most recently during the project's environmental review process.

A large part of that smoothing has been done by the Committee of One Hundred. According to their website, the Committee is a Louisiana-based corporation. They support undertakings deemed, by the Committee, to promote the welfare of the region. Here is how they describe their membership:

Members are required to be the highest-ranking local executive of business and professional enterprises transacting business actively in Northwest Louisiana. Selection for membership shall primarily be based upon proven community interest and leadership.

The membership meets regularly to carry out its purposes and activities, with no non-member guests allowed at membership meetings with the exception of invited speakers to keep members informed.<sup>5</sup>

To keep the project moving, these local elites advocated for the preparation of a report touting the economic benefits of the project. The report, entitled "Economic Impacts of I-49 Completion, Inner City Connector,"<sup>6</sup> analyzes the project using methods that are standard industry practice.

Despite being widely used, these methods, at best, grossly misrepresent the benefits of transportation investments. At worst, they are a fraud, project propaganda that is accepted and never seriously questioned by industry insiders who receive tremendous benefit from perpetuating it.

## The Fraud of Saved Time Calculations

In Chapter 4 of *Strong Towns: A Bottom-Up Revolution to Rebuild American Prosperity*, I wrote about America's Infrastructure Cult, the chorus of politicians, professionals, advocates, and media that reflexively

champion infrastructure spending as a solution to seemingly every economic problem. I used to be one of them, until I stopped assuming that everyone else knew what they were talking about and started running the numbers myself.

The absurdity of what the Infrastructure Cult considers serious analysis is jarring to those who have not been exposed to it, raising doubts as to what is really going on. People hearing this for the first time often say, "This can't possibly be true," because it is so ridiculous. I am going to take it slowly and quote directly from the "Economic Impacts of I-49 Completion, Inner City Connector" report in the hopes that it will increase the credibility of these insights.

The first of three economic analyses put forward in the report is the most often cited for measuring the economic benefits of transportation spending, that being the value of saved time. Here is how I describe it in the book *Strong Towns*:

A project is proposed to add a lane to a congested highway. The highway is carrying 100,000 cars per day. Each trip is projected to be 30 seconds quicker once the new lane is completed. Project advocates would then take those 100,000 trips, multiply that by 30 seconds of saved time per trip, and conclude that the project will save 3 million seconds – roughly 830 hours – of otherwise lost time each and every day.

That's a lot of time, especially when you realize that the median worker in the market makes \$25 per hour in wage and benefits. At that rate, saving 830 hours of time is equivalent to saving \$21,000 per day.

And when you factor in that there are 365 days in a year and that the added lane can be expected to last at least 50 years, all of a sudden saving each person a mere 30 seconds of time on their commute results in a total of \$380 million saved. Do that calculation over thousands of different projects and it adds up to hundreds of billions of dollars. Now we're talking real money!

For the I-49 Inner City Connector, the amount of saved time for each person who drives the corridor is 3.2 minutes each day. The report suggests that this is worth 53 cents per trip, per day.

We could pause right here and raise concerns over the absurdity of paying for a project in hard currency and measuring the benefits in saved time; after all, none of us can pay our taxes with saved time. We could also point out how crazy it is to suggest that humans value their time in this way; that people driving this route will become 53 cents a day more productive instead of just getting an additional 3.2 minutes of sleep each night.

We could ponder that complex nature of traffic and rightly point out that any anticipated time savings is going to create system-wide feedback loops that are, at best, unpredictable, but typically result in greater congestion and increased delay.

We could do all of this and more, but the assertion of 3.2 minutes of time saved equating to 53 cents per trip in benefit is not the craziest section of the economic analysis. Usually when this kind of calculation is performed, there are tens of thousands — sometimes hundreds of thousands — of trips that, when multiplied by 53 cents per trip, make it seem like a big number.

Usually, but not always. As stated on page 5 of the report:

In addition to daily commuters, the completion of I-49 will impact truck traffic and passenger traffic traveling through Shreveport in a north-south direction. The NW LA COG has estimates of this through traffic based on traffic counts. The 2015 estimate of north-south through traffic is 235 vehicles/day or 86,000 vehicles/year. The Inner City Build Alternatives is a shorter route for through traffic than the Build Alternative 5. The differential is 2.56 miles.

As reported, there are 235 vehicles that are projected to traverse the entire I-49 inner city connector each day. In addition, the report states, with an equally bizarre amount of precision, that an additional 3,374 commuter vehicles will travel to one of the planned interchanges. That is a total of 3,609 trips per day. Note: That is not a typo.

Pause and remember that the project is expected to cost \$700 million. Shreveport's population is roughly 200,000 people. That is an investment of \$3,500 per resident. At 53 cents per day, impacting 3,600 cars per day, it will take 1,005 years to make the investment back, and that is assuming the 53 cents a day is real, which it is not.

Even so, the report preposterously labels this saved time as "household income" and combines it with another estimation of money saved from reduced vehicle wear and tear to conclude on page 5 that "the aggregate savings for the first 20 years of the Inner City Build Alternatives is \$45 million."

All of this is based on an underlying assumption that people value their time and resources the way that the model suggests. Joe Cortright, an economist at City Commentary, published an analysis examining a situation where drivers had a choice about whether to pay to cross a bridge that would reduce their travel time, or save their money and spend extra time in congestion. Despite Infrastructure

Cult assumptions, dramatically more people than the models suggest chose to sit in traffic rather than pay. Cortright estimates that about 80 percent of the value derived with this method is not actually there, even as abstract benefit:

If travelers attach so little value [to] travel time savings, this calls into question the rationale for investing public funds in highway projects. Benefit-cost analyses used to justify highway projects count the estimated travel time savings, often valued at around \$15 per hour, as the benefit of the project. If the real value of travel time savings is something like \$3 an hour, that reduces the benefits by about 80 percent.<sup>7</sup>

If that were the case, and I think it might be too generous still, the time value provided by this \$700 million project would be only \$9 million. The 53 cents of estimated value per trip is reduced to slightly more than a dime.

Of the three economic analyses included in the report, the calculation of saved time, while absurd, is the most credible. The other two are simply make believe.

### Make Believe Growth

There is a paradox internal to the standard financial analysis of transportation projects, one that ends in a cognitive dissonance that I have never seen acknowledged by any professional working on these projects. That paradox is this: The benefits of decreased travel time directly contradict the benefits of increased economic growth. The two cannot coexist, yet they are always calculated together. It is the transportation finance version of having one's cake and eating it, too, at least theoretically.

In the language used so far in this book, the benefit from reduced travel time assumes that the I-49 Inner City Connector is going to be a road, that there will be negligible friction conflicting with the desire to move traffic quickly from one place to another. The benefit calculated in the second of three economic analyses used to justify the project assumes that the connector is also going to be a street, a platform for building wealth.

And not just building wealth but building unprecedented levels of new wealth in a community that is experiencing economic distress and population decline. This is ridiculous because the project cannot

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both reduce travel times and create massive levels of new development, the latter of which will require several interchanges and friction points that are guaranteed to slow traffic.

One of the principal financial justifications for building the I-49 Inner City Connector is to improve travel time by completing a less-congested and more direct route for I-49. But why is there congestion there in the first place? It is because the highways previously built through and around Shreveport already have a tight series of interchanges where drivers enter and exit the system, causing backups and slowdowns each day during prime commuting hours. Shreveport has already leveraged federal investments in highways to spur local development. That is what they are proposing to do once again, only this time through Allendale.

Congestion is harming the Shreveport economy; therefore, a highway must be built to bypass the congestion. To justify the construction of the highway economically, new big box stores, franchise restaurants, strip malls, gas stations, and housing subdivisions must be built, creating congestion along the new highway. The argument is circular.

The report calls this “differentials in economic output from real estate development,” which is a jargony way to say that, once new land is made accessible by the connector, it will be redeveloped to a higher level of intensity. Here is how this is stated on page 6 of the report:

Highway construction that provides enhanced accessibility also provides real estate development opportunities that can stimulate economic growth. Those opportunities are governed by the future demand for real estate, as well as by the future supply of real estate.

Project proponents have set forth the case that there is going to be over \$800 million in annual economic benefit from the Inner City Connector in the form of salaries and wages. What is immediately problematic about that number — \$800 million — is that it sounds impressive but does not really communicate anything meaningful.

How much of this new economic benefit would have happened without the highway? Are these new jobs, or are they jobs simply displaced from other parts of the city? Are these good jobs that build capital and wealth within the community, or are they discount jobs where the profits quickly leave the community? Is this the best way to achieve a financial return on a \$700 million investment?



There is no attempt to answer any of these questions in the report. Instead, through overly simplified spreadsheet gymnastics, the report merely assumes that the project area will get its share of growth projected for the region. This is all called a *shift-share analysis*, which is a standard tool for making (largely incorrect) macro forecasts. From page 7 of the report:

The LWC and shift-share methods provide similar estimates of overall employment growth of about 10–13 percent over the decade.

There are a couple of problematic things right away with this analysis. First, over the last 25 years, the population of Shreveport has shrunk from 186,000 in 1990 to an estimate of 184,000 in 2017. A sudden counter-trend increase in employment of 10–13 percent is simply not credible. The report is projecting 30,653 new jobs just from this highway, and that is for a city with a population under 200,000. That is ridiculous, even ignoring the silly level of precision being suggested.

Again, the internal paradox of this approach shows up in the math. One spreadsheet in the report is projecting 3,600 trips a day. Another is projecting \$800 million in economic benefit. If we assume that each of these trips is a new employee commuting to a new job, that is \$220,000 in economic benefit per commuter every year. That is not a real number.

The report suggests that one in four of the new jobs will be in retail. Are the people of Shreveport suddenly going to start consuming more because of a new highway? Assuming that the people of Shreveport today are buying toothpaste, toilet paper, and other consumer goods, which they are, then where is this new consumption going to come from? Without population growth, what is driving this growth in jobs?

Project proponents would say that growth always follows new highway construction. Build some interchanges and good things happen. This is true on its face, but it is only part of the story. A more complete narrative would recognize that investments like these simply shift jobs from one place to another.

For example, the Shreveport area has 9 Walmarts. There are 14 McDonalds. One or more of those — the older ones that have gone past their short life cycle — can easily be closed with a new store constructed near one of the proposed interchanges in Allendale. Is that economic benefit? According to the parameters of this study, it would be.

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To add insult to injury for the people of Allendale, on page 13, the report included this opaque statement, which I will subsequently interpret into normal English:

The completion of the Inner City Connectors would provide substantially better highway access for commercial development in a large portion of the PSA. Moreover, the PSA has a plethora of adjudicated space owned by the City of Shreveport that should be redeveloped and brought back into commerce. The significant constraints on development are costs for raw land and for land assembly. The later constraint is due to the subdivision of the PSA into residential lots that must be assembled for commercial and industrial projects. This constraint could be reduced with a concerted effort to acquire and redevelop land within the PSA.

Here is what this says: Real estate developers, with Wall Street financing, love to develop at and around interchanges. The I-49 Inner City Connector project creates a number of those opportunities, especially since a significant amount of land in the project area has already gone back to the government through tax default, the inevitable result of the decline brought about by the Sword of Damocles the I-49 project creates over this neighborhood.

The government can sell, but most likely gift, this land to developers. The only potential hitch in this plan is the stubborn Allendale residents who are still there, dotted throughout the neighborhood. If they cling to their properties and refuse to sell, it will make it hard to develop the project area fully.

The city can nudge this process forward with, as they say in the report, "a concerted effort to acquire" the land. That kind of effort generally involves buying the lots or acquiring them through condemnation at the deflated, preconstruction values. When the city later sells them or gifts them to developers, the gains from the \$700 million investment in the highway are passed on to those private corporations.

The Allendale neighborhood is being systematically devalued by public policy choices. This makes it easier for the city, on behalf of the public, to acquire the properties of Allendale residents for free or at greatly reduced prices. Once the project is built, the windfall gains will be privatized. It is the poverty of Allendale, not its development potential, that makes this entire project possible. What is happening here is immoral, an injustice the report's math cannot hide.

This section of analysis in the report concludes with an acknowledgment of sorts on page 13:

This assessment provides a probabilistic rather than deterministic forecast.

The probability of the I-49 Inner City Connector creating 30,600 new jobs, opportunities that would not have simply occurred somewhere else, jobs that are not merely being shifted from one now blighted place to another, is precisely zero.

None of this is real. It is all make believe. Sadly, the third section of the report is even more ridiculous.

### Fabricated Network Effects

In the social sciences, equations too often allow people to stop thinking. They give license to be lazy — to simply apply rote math to situations that are far more complex than the numbers suggest. Researchers can provide precision, such as the \$62,118,727 of so-called agglomeration effect reported on page 40 of the report, which makes it seem like they know what they are talking about. They might even believe that they do.

The most insulting part of the economic analysis provided for the I-49 Inner City Connector project is the reported agglomeration effects in the third section. Again, this is standard analysis found in similar reports across the nation. Here is how this particular report explains agglomeration effects on page 14:

Economists have recently recognized network effects and agglomeration economies as important factors driving metropolitan growth. The growth of new technologies since the 1980's have demonstrated the importance of network effects on production costs and output. Highways are an infrastructure asset with network effects. Improvements that speed up travel times eliminate congestion. If the improvements are within central nodes of a network, they can improve the efficiency within the entire network. The measurement of the network effects from transportation improvements is through the calculation of agglomeration economics.

And here is how the agglomeration effects are reported in the executive summary of the report, providing the simple equation that allows all critical thought to end:

Increasing the speed of travel in the transportation network drives the expansion of the labor market. Increasing speeds by 10 percent has an effect of increasing labor productivity by 2.9 percent (Prud'homme and Lee 1999). Our analysis suggests that travel times for commuters are reduced throughout the Caddo Parish portion of the network from the completion of the Inner City Build Alternatives. The estimated agglomeration economies from this network change are approximately \$60 million per year.

The equation: Increasing speeds by 10 percent creates increased labor productivity by 2.9 percent. That is a powerful correlation for an industry approach that values speed above all other considerations. According to something called Prud'homme and Lee, all that is needed to demonstrate large economic benefits is to show that people can get places more quickly, at least theoretically.

So, what is Prud'homme and Lee?

Two researchers named Remy Prud'homme and Chang-Woon Lee wrote an article entitled "Size, Sprawl, Speed, and the Efficiency of Cities" (Sage Journals, 1999). The two are from, respectively, the University of Paris XII and the Korea Transport Research Institute.

The article reads as if the authors are engaged in an ongoing conversation that they hope their peers expand upon. There is a lot of hedging and context provided, the kind of discussion that two researchers would have when exploring a hypothesis within a soft science. Prud'homme and Lee make it clear, in numerous places, that this paper is anything but a definitive study.

Speed is simply one aspect of the efficiency measurement that the two authors examine. In fact, even the title "Size, Sprawl, Speed, and the Efficiency of Cities" suggests, as discussed in the paper, that the size of a city and its concentration also have an impact on efficiency. Here is how they introduce their article:

Some cities are more efficient than others. Why? At a time when most people live and most activities take place in cities, identifying the determinants of the efficiency of cities is of importance not only for city planners, but for also for macroeconomists. This paper considers three potential determinants of urban efficiency. . . the size of the city, the speed at which people and goods are moved in the city, and the sprawl or the relative location of jobs and homes in the city.

In the introduction to the paper, Prud'homme and Lee emphasize that size of an urban area has a huge impact on productivity. In a Strong Towns way, they point out that there are diminishing returns to outward expansion:

The relationship between urban productivity and urban size has been recognized and studied for a long time. In a seminal contribution, Alonso (1971) developed a model that assumed that both benefits and costs increased with city size, with the benefit curve increasing less and less and the cost curve increasing more and more.

In other words: There are benefits for cities when they grow bigger, but at some threshold of outward expansion, the costs start to

accelerate far beyond the benefits. Again, this is a basic insight analyzed at length in *Strong Towns: A Bottom-Up Revolution to Rebuild American Prosperity*.

The data Prud'homme and Lee rely on comes from 3 Korean cities (Seoul, Busan, and Daegu) and 22 French cities (unnamed, except a note that Paris was not included). I have unfortunately not been to Korea, but I have been to France many times. There are no cities remotely like Shreveport in France, especially in the applicable dimensions of "size, sprawl, and speed."

For comparison, the French city of Saint-Étienne is nearly the same population as Shreveport. Despite having the same number of people, Saint-Étienne is 30.9 square miles while Shreveport is 3.9 times that size, a total of 120.8 square miles.

Obviously, this is consequential, especially when relying on a rote correlation between increases in travel speed and increases in productivity. A French city with the population of Saint-Étienne/Shreveport is going to have a well-developed transit system. The Prud'homme and Lee paper was considering modest increases in the operational efficiency of transit systems moving people through a dense city.

Shreveport, by comparison, has a pathetic transit system. There is no rail. Bus service does not have the frequency to be considered reliable. It is a place overwhelmed — except for a short period of time in a limited space — with excess auto capacity. The idea that increasing auto speeds in Shreveport would have the same impact, or even anything near the same impact, as improving transit efficiency in a place like Saint-Étienne is ludicrous. No earnest and forthright person could read the Prud'homme and Lee article and conclude that it would apply to a place like Shreveport.

While the authors of the "Economic Impacts of I-49 Completion, Inner City Connector" report were eager to cherry-pick one correlation from the Prud'homme and Lee paper, they ignore another on page 10 that, while less helpful, would be far more applicable:

When the average potential job-home distance increases by 10%, the effective size of the labor market decreases by about 11.5%.

In other words, the more you spread things out, the more difficult it is for people to get to work, a quite logical assertion for Prud'homme and Lee to make. This would have been included in the "Economic Impacts of I-49 Completion" study if the authors and

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project proponents were truthfully trying to discern the costs and benefits of the project. They were not.

What they were doing is what engineers, planners, and project advocates all over the country do when going after state and federal funding for their project: They create propaganda. This is how the system works, and everyone involved knows, understands, and accepts it.

They cite benefits from saved time that have no correlation to the way that people actually value their time while ignoring well-documented impacts of induced demand. They fabricate development impacts with wild assumptions that have no internal consistency while overlooking the adverse impacts of jobs that are merely shifted from one place to another. They cherry-pick correlations from a nonapplicable study while ignoring the more applicable — and damning — aspects of the same study.

This goes beyond a lack of rigor to something rightly thought of as *institutionalized dishonesty*, a ubiquitous deception made acceptable only by its broad adoption. It is immoral and it needs to end.

## Reforming an Immoral System

All of this institutionalized fraud and elaborate self-deception is being done for the sole purpose of securing transportation funding. Whether it is pretending that 4th Street in front of my house is a critical part of Minnesota's transportation network, asserting that State Street in Springfield is a major traffic corridor for the region, or claiming that the I-49 Inner City Connector through Allendale is so important to our national interstate system that it justifies not only a \$700 million public investment but the destruction of the Allendale neighborhood and the repeating of historic injustices toward disenfranchised populations, none of it would even be considered were it not for the federal system of transportation funding.

I want institutions that function on behalf of local communities. I want professional engineers and transportation planners to serve the common good. I want a system where politicians are rewarded for prudence and not avarice. All of these desires are deeply corrupted by the centralized and opaque way in which we have chosen to fund transportation investments. Decent people are turned foul while the corrupt

are given wide latitude, all at great harm to our economic, civic, and physical health.

Such is my personal outrage. If I were the sole decision maker, I would rescind the national gas tax, close the U.S. Department of Transportation, and end the federal role in transportation spending. That would make me as radical as Canada, a country where one can safely and comfortably drive across an entire continent despite the lack of a federal transportation department. It would also force me to stand alone with my indignation because I do not know any credible politician or policy advocate who shares my view on this.

And so, the pragmatic part of me is forced to embrace some type of reform agenda. They are many good people working to reform aspects of this system. Unfortunately, they tend to fall into one of two different philosophical approaches.

The first is inspired by a progressive mindset, which tends to focus on the excesses of highway funding while being far less rigorous about similar financial frauds committed in pursuit of transit, sidewalks, trails, and other projects that they prefer. They make fickle allies from a Strong Towns standpoint because, when forced to choose, they tend to be willing to tolerate a lot of terrible transportation spending so long as their priorities are also funded.

I was invited to give a speech once to a group of advocates gathered in Washington, D.C. I did not know until I arrived that, right after my talk, the event organizers planned to march the group down to Capitol Hill, where they were scheduled to meet with legislators and lobby for more transportation funding. I scrapped my planned remarks and instead asked the hundreds of audience members how many of them were from New York or California. A sizeable contingent of hands went up.

I then pointed out that both New York and California sent substantially more transportation dollars to the federal government than they received back in transportation spending. If the New York or California legislative delegations wanted more transportation spending, as well as more control over how that money was spent, that could easily be accomplished by shifting the federal government to a maintenance-only approach for the interstates and devolving all other transportation authority back to the states. New York and California could maintain the same level of taxation and have at least 20 percent more funding.

That message did not resonate with the audience, a group somewhat predisposed to believe in the magic of centralized power. I am not

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part of that group, but neither am I fully comfortable with the other group actively pushing for reform, that being those with a more auto-centric, libertarian mindset.

People like Joel Kotkin and Randall O'Toole tend to fit into this category of reformers. I used to find them baffling until I stopped taking their arguments literally. Like the progressives, the auto-centric libertarians have their preferred subset of projects, only theirs involve automobile infrastructure. They get quite exercised over the way financial analysis is done on transit projects, but they do not apply a consistent critique to auto-oriented projects.

The key to understanding the incoherence of the auto-centric libertarian is to recognize that they equate the automobile with individual freedom. In that mindset, when the government spends money increasing the amount people drive, they are simultaneously increasing individual freedom, which in their eyes is the primary role of government. They will join in condemning boondoggle projects and pork-barrel spending, but they accept, and often promote, highway expansion as the proper role of state and federal governments. I find them to be frustrating allies for the Strong Towns cause.

Fickle or frustrating, there are at least allies with whom we can work. And so, while a Strong Towns approach is perhaps not a perfect fit for everyone, it may be a workable alternative to the impulse merely to build, build, build, and build.

Any federal or state level reform would start with a recognition that there is a difference between a road and a street. Roads provide high-speed connections between places and are not used to induce growth or development along a corridor. Streets are platforms for building wealth within a place, which is a hyper-local undertaking. The federal government should fund roads only; there should not be any federal spending building, expanding, or maintaining streets. All supporting documentation, environmental reviews, economic analysis, and the like should reinforce this shift in approach.

There is a role for the federal government, and especially for state governments, in funding stroad conversions, essentially attempting to fix the damage their prior policies have wrought. A program to eliminate stroads over the next two decades could redirect the current energy around growth-through-expansion to something more productive. In addition to funding, the federal government could nudge the professions to a Strong Towns approach by providing technical support and design leadership around stroad conversions.



This should also expand to urban highway conversions, which the federal government should also prioritize. The only new highway lanes we build in this century should be around cities, but only in conjunction with removing the highways that never should have been built through cities. Those latter urban highways need to be turned back into local roads and streets, reconnecting neighborhoods and restoring community.

Beyond these investments, the fix-it-first agenda should be the default, but the intention behind the rhetoric needs to be codified into policy. Many expansion projects are done under the banners of maintenance and safety, which is a small step intellectually when insiders believe that maintaining traffic speed and volume improves safety. No expansion of any type should receive federal funding in a state with a backlog of maintenance obligations.

The federal government should immediately place a lengthy moratorium on new interchanges and then reform the funding formulas to limit future federal contributions. Any interchange that is not part of an interstate-to-interstate connection should receive no federal funding unless the roads intersecting at the new interchange have no accesses within a mile of the crossing. There should be a prohibition on the use of federal funding for new frontage roads.

The base interstate system of two lanes in each direction can remain funded by the gas tax or other federal appropriation, but states should be allowed to use mileage charges, congestion pricing, tolls, and other flexible revenue approaches on the additional lanes to fund transportation. The federal match on new lane miles should be decreased to 50 percent, and no match should be given to states that are using traffic projections in the absence of a demand-based fee structure that proves the need for the project.

Local governments have responded to state and federal incentives by overbuilding their transportation networks. Correcting that mistake will be difficult because it requires local communities to expand their menu of possibilities for land use, zoning, taxation, civic life, and a variety of other issues that they control. At times, the necessary transition from municipal insolvency to a stable level of financial productivity will be painful. If there is a compulsion at the state and federal level to provide local governments with resources, give them cash instead of laundering assistance through a transportation program. If a transportation project is their urgent need, then they will have that option, but they will also have the flexibility to think more broadly and pursue other ways of building prosperity.

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Transit is its own special circumstance, and I will devote the entire next chapter to it.

I do not have much optimism that the Strong Towns approach to transportation finance will be embraced by state and federal lawmakers, especially while they seem eager to embrace various economic experiments, theoretically to sustain us in a state of unsustainability. That leaves local mayors, city councils, professional staff, and civic advocates to buffer their communities from harm.

To that end, of all the advice and insights I have shared in this book, the one I would emphasize in this section is this: Stop looking at every struggle you face as a potential transportation project. If your community is working on a transportation project, delve deeper to identify the real problem — lack of jobs, the need to retain youth, to improve civic life, and so forth — and find other ways to solve it.

Transportation is a means to an end, so treat it that way, and never as an end unto itself. And never go into debt as part of a matching program for state or federal infrastructure dollars. You will find yourself the sucker at the card table, and your community will pay the price.

More information on transportation finance, including the latest information on the I-49 project in Shreveport and other similar projects, is available at [www.confessions.engineer](http://www.confessions.engineer).

## Notes

1. <https://www.dot.state.mn.us/traffic/data/tma.html>
2. <https://www.revisor.mn.gov/rules/8820.0500/>
3. <https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq#:~:text=The%20Congestion%20Mitigation%20and%20Air,attain%20national%20air%20quality%20standards>
4. <https://communityrenewal.us/project/i-became-a-target-but-that-didnt-stop-me/>
5. <https://www.committeefonehundred.org/history/>
6. <http://www.i49shreveport.com/site/Assets/72/156/Shreveport%20I49%20Project%20Report%20V5%20January%202016.pdf>
7. <https://cityobservatory.org/what-hot-lanes-reveal-about-the-value-of-travel-time/>

## Do you agree with the transportation folks of the past or our local citizens of today?

Please help Allendale Strong by selecting the values and outcomes you desire for the future of Shreveport. The survey's seven questions represent conflicting values for how two different groups want to shape Shreveport. They are opposites - only one side can win.

For all seven questions:

- The Left/Red choices represent how the **federal government** wants to shape our city - they've been in charge for decades now.
- The Right/Green choices represent how **our own local citizens** want to shape our city, as described in the 2030 master plan.

You choose the future you would like to leave for future generations. Allendale Strong will share results of the survey with Citizens, leaders, and transportation officials. Thank you!

View online @

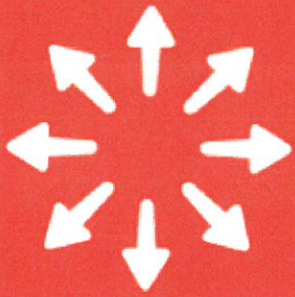
[allendalestrong.org/futuresurvey](http://allendalestrong.org/futuresurvey)


# Which future do YOU want to live in?

## Bigger vs. Better: \*

Make Shreveport Bigger (Grow outside loop)

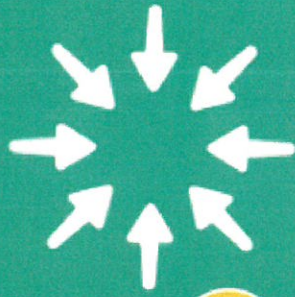
Sprawl Infrastructure, Inner City Decline, Bottom of Well Being Lists, Operational Stresses



 2045 Metropolitan Transportation Plan

Make Shreveport Better (Grow inside loop)

Moving Up on All Well Being Indicators  
Attracts Population & Investment



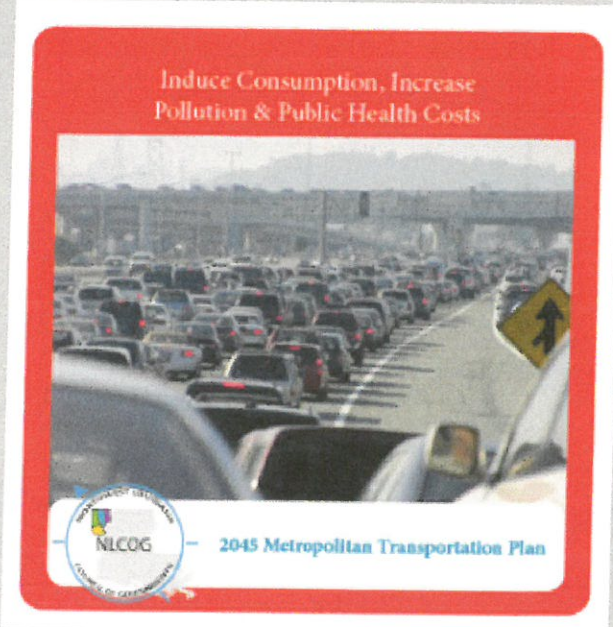
shreveport-caddo 2030  
**GREAT EXPECTATIONS**  
creating our future together

Survey Results as of October 17, 2023:



## More Driving vs. Less Driving: \*

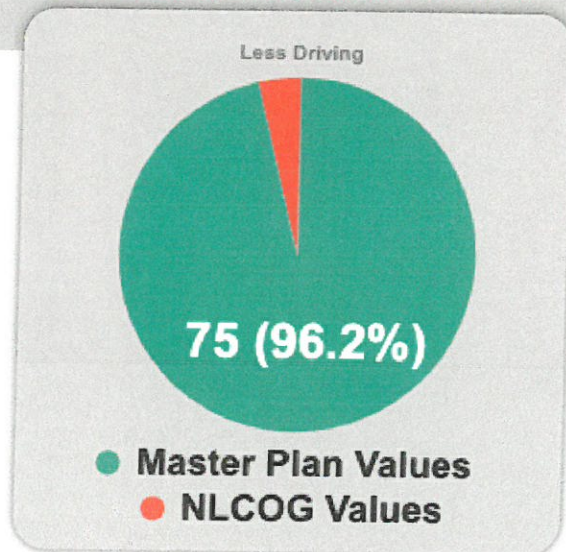
Increase VMT (Vehicle Miles Traveled)



Reduce VMT (Vehicle Miles Traveled)

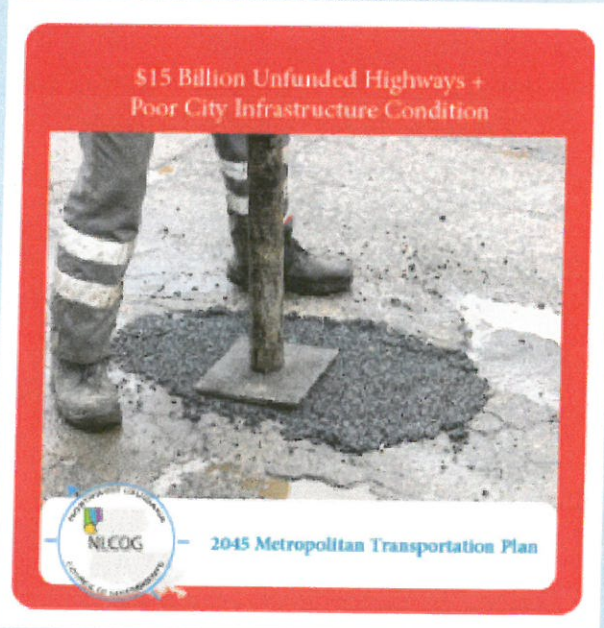


Survey Results as of October 17, 2023:



# Un-Funded Maintenance vs. Funded Maintenance: \*

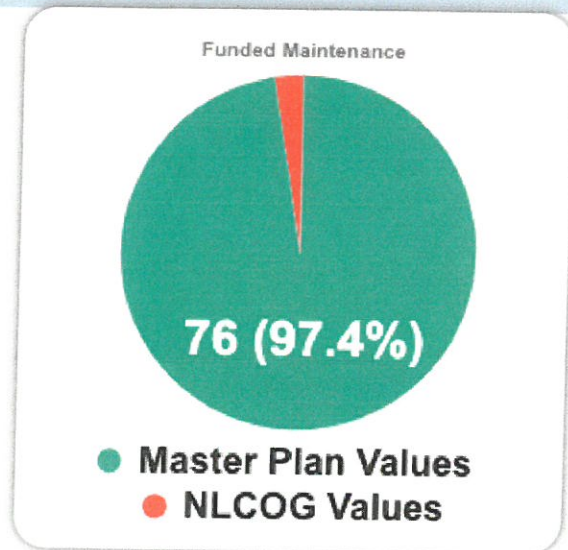
## Unfunded Maintenance



## Funded Maintenance

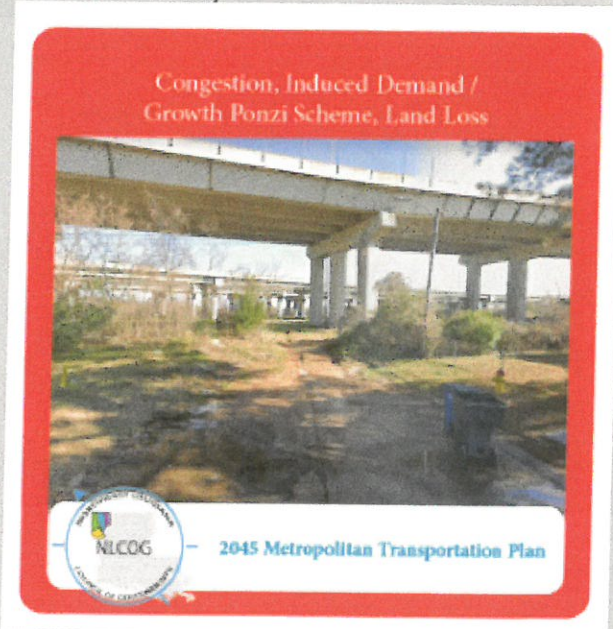


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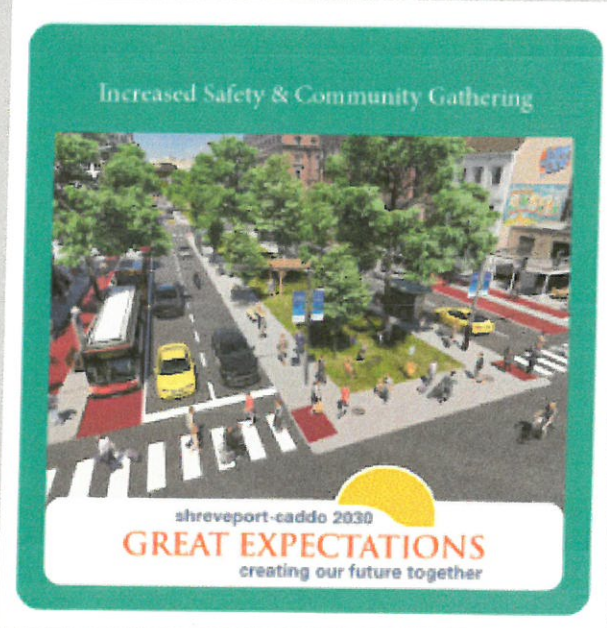


## Prefers Freeway Driving vs. Walking, Biking, Rolling, Buses, etc. \*

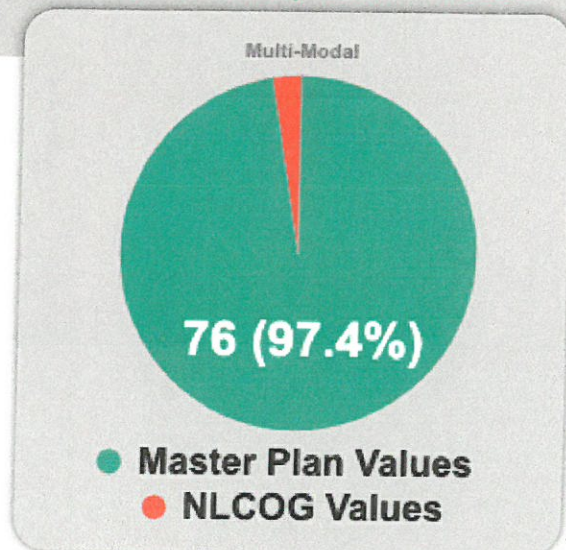
Shift Traffic to Freeways (Run over Black homes, Underutilize Street Grid)



Multi-Modal (Pedestrian, Transit, Bike preferences)

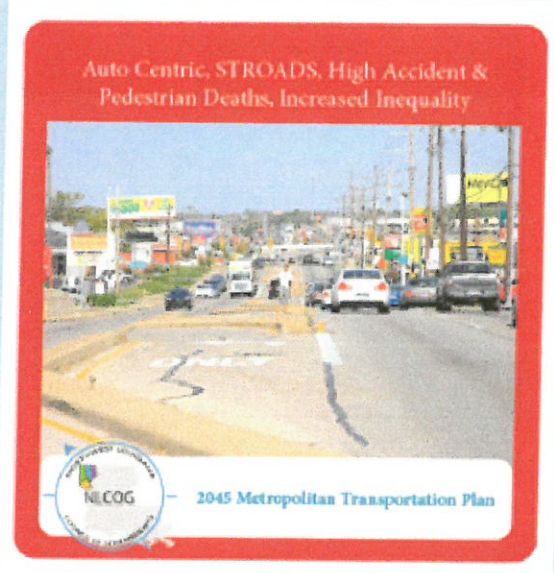


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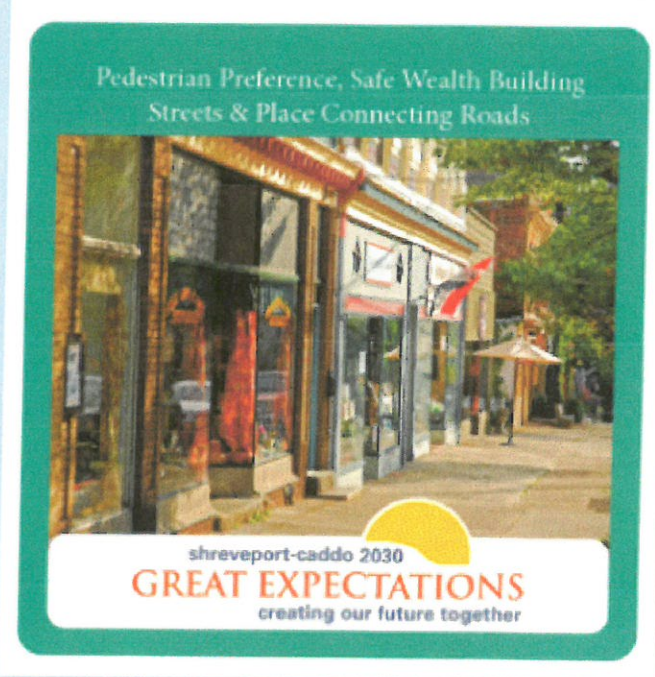


# Drive Farther Faster vs. Quality Connected Placemaking \*

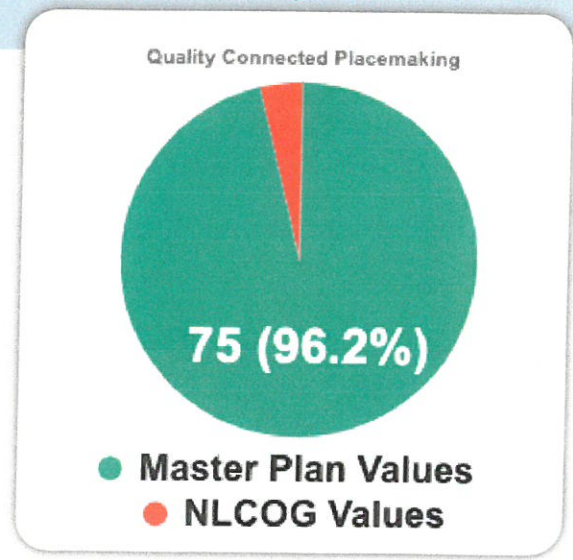
## Drive Faster Farther



## Quality Connected Placemaking



Survey Results as of October 17, 2023:






# Non-Local Ownership vs. Local Ownership \*

## Non-Local Ownership


Buy Jobs, Local Small Businesses  
Subsidize Big Business



NLCOG 2045 Metropolitan Transportation Plan

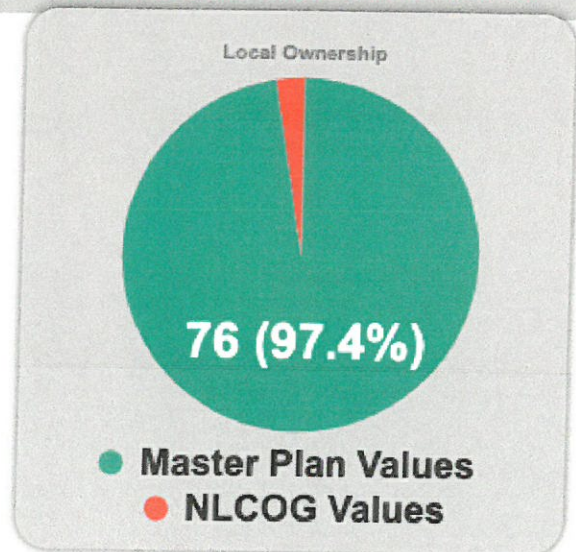
## Local Ownership

Increased Equity & Well Being.  
New Black Wall Street



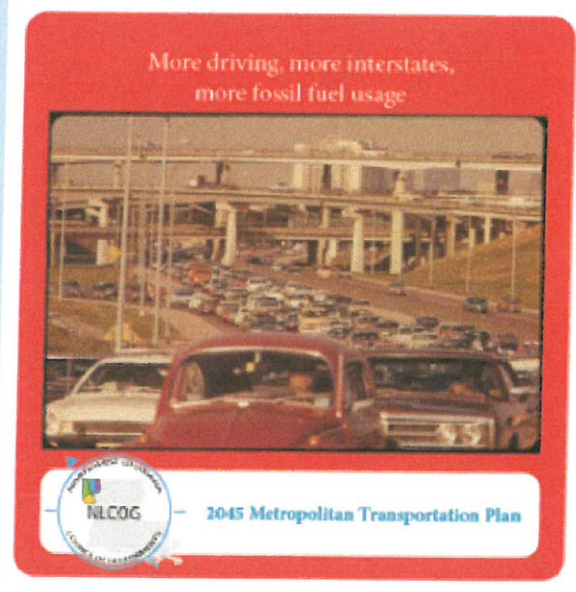
shreveport-caddo 2030  
**GREAT EXPECTATIONS**  
creating our future together

Survey Results as of October 17, 2023:



# Our Grandfathers' Visions of the Future vs. Our Grandchildren's Desires for Today \*

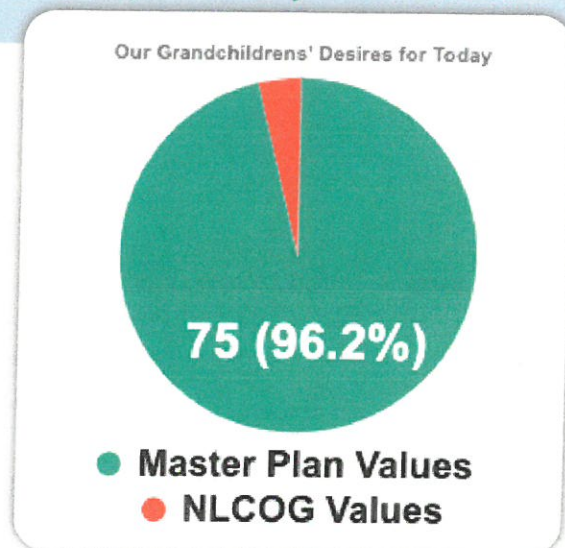
## Our Grandfathers Visions of the Future



## Our Grandchildrens Desires for Today



Survey Results as of October 17, 2023:



### Zip \*

Enter your zipcode so we'll know what all of the different neighborhoods in Shreveport prefer.

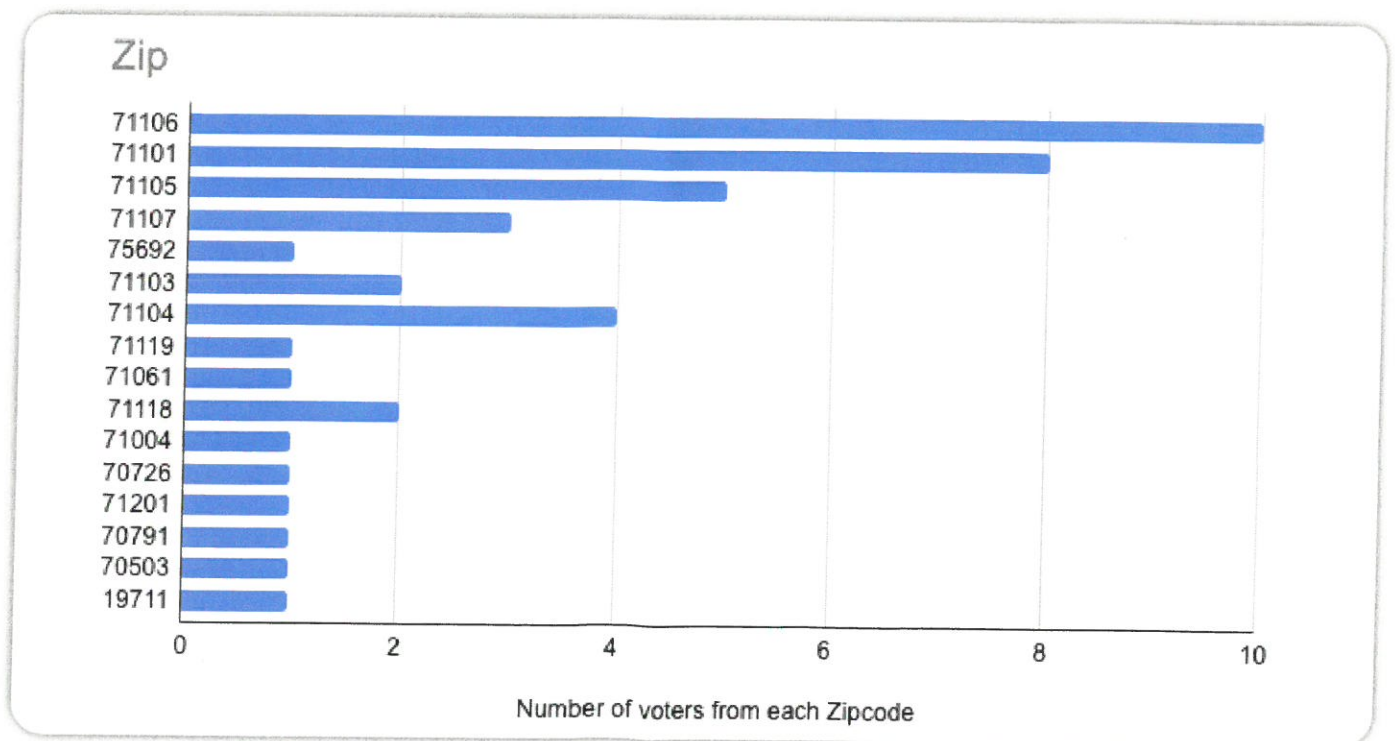
### Email Newsletter Opt-In

Check this box to get email updates from Allendale Strong.

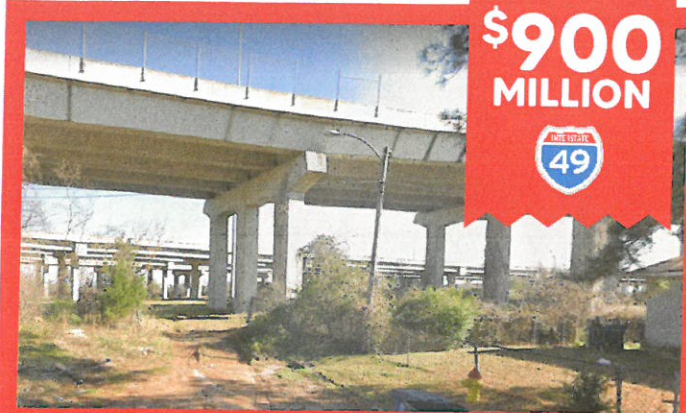
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Survey Results as of October 17, 2023:




# Separate Through-Traffic from Local-Traffic



**\$900 MILLION**



**Urban Interstates destroy value**



**\$60 MILLION**

**Allendale Strong**

**Business Boulevards generate wealth**

**Cities thrive by separating local-traffic from through-traffic. For I-49 ICC, build a business boulevard for local-traffic and invest in the existing loop for through traffic.** This approach is better, faster and cheaper. Building the NLCOG promoted billion dollar 3.5-mile I-49 ICC urban freeway spends money that could go to improve the existing loop, fund the business boulevard and maintain other existing highways like aging I-20 and I-49 South of I-20.

**Stop expanding urban freeway capacity...**We can't afford the current urban freeway infrastructure we've built...Fix the bad... Prioritize maintenance. Each new highway mile of I-49 ICC constructed will increase the Louisiana highway maintenance deficit currently unfunded at \$15 billion.

**Allendale, a great place to live in the 1960's, is inflicted with Planners' Blight from the 50-year threat of I-49 ICC...** Over 12,000 people were displaced, redlining caused disinvestment cycles of decline, businesses left, schools closed, crime increased, a food desert emerged. The remaining 5,000 residents live in concentrated disadvantage.

**NLCOG's regional transportation planning works against Shreveport's master plan...**

Regional transportation plan values include driving more, outward growth / abandonment development cycles, and unfunded maintenance. Shreveport's master plan citizen values include driving less, growing better not bigger, and funding maintenance.

**NLCOG's economic justification for I-49 ICC hides harmful impacts with illusions.** It is past time to update the outdated 60-years old urban transportation planning practices that misinform state and local decision-makers. Leaders have relied on false-propaganda to justify a \$30 billion backlog of unfunded maintenance and mega-projects. The harm caused by urban freeways is painfully visible through the lens of time.

**Citizens deserve a public urban transportation planning process that is meaningful, respectful and equitably improves life in the city.** Through NLCOG's public process for I-49 ICC, Allendale Strong citizens have experienced deceit, manipulation and likely violations of Civil Rights and NEPA.

## Let's Collaborate!

### LOCALLY:

Allendale Strong is a LEARNING DOING group of citizens, working together to renew our community Relationally, Economically, and Environmentally.  
**[allendalestrong.org](http://allendalestrong.org)**



### STATE-WIDE:

Allendale Strong convened a statewide LEARNING DOING group of citizens in New Orleans, Baton Rouge, Lafayette, Monroe, Natchitoches, and Shreveport, working together to reform transportation planning at the local, state and national levels.  
**[allendalestrong.org/4corners](http://allendalestrong.org/4corners)**



### NATION-WIDE:

Allendale Strong has played a foundational role in forming a growing national LEARNING DOING network of Freeway Fighters, working together to reform transportation policies and practices to center people before highways.  
**[freeway-fighters.org](http://freeway-fighters.org)**



We ask that you get to know us. We are an informed group of citizens connected to a nationwide movement. Our statewide coalition can be a resource to you as a committee and in your individual districts.

# AIRLINE CAR RENTAL, INC.

Avis Rent A Car System Licensee  
Avis Truck Rental Licensee  
ACR Holdings LLC,  
Budget Rent A Car System Licensee  
Airport Truck & Travel Center

5207 Monkhouse Drive  
Shreveport, Louisiana 71109-6599  
E-mail: [info@AvisBudgetNLa.com](mailto:info@AvisBudgetNLa.com)  
Tel: (318) 631-1839  
Fax: (318) 631-9420

October 25, 2023

Louisiana Department of Transportation  
Federal Highway Administration  
North Louisiana Council of Governments  
Providence Engineering

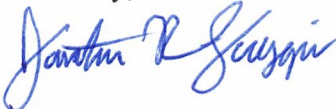
RE: I-49 Inner-City Completion Support  
Shreveport, Louisiana

To Whom It May Concern,

I am writing this letter in support of Alternate Route #1. This 3.5 miles of Inner-City Connector will connect Winnipeg Canada to South Louisiana and will add jobs and provide an economic impact of \$800 million to North Louisiana. My company, Airline Car Rental, Inc., dba Avis Budget Rent a Car of North Louisiana has a fleet of 400 plus vehicles that rent out on a weekly basis to business men and woman. This Inner-City connector will provide a significate convenience when traveling to conduct business in our area. Furthermore it will have a huge cost saving effect for them and our area.

The completion of the I-49 ICC carries a magnitude of benefits for our community along with economic development and growth. We support the closest, most cost effective and direct route through the City of Shreveport connecting I-49 with I-20 and I-220. It is a project that is long overdue and our community has been supporting over two decades. This important transportation project must be completed for the economic prosperity of our entire region.

Sincerely,



Jonathan R. Scoggin  
Vice President  
Airline Car Rental, Inc.



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

Please use this form if you have any questions, comments, or concerns of which you would like the project team to become aware and to ensure that your comments are included in the official transcript for this public meeting.

Please submit your comments to one of the following addresses below. Comments must be postmarked by October 28, 2023 in order to become part of the official transcript.

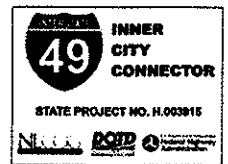
**Email:** kerryoriol@providenceeng.com  
**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-19-23  
Name: RANDY MILLER  
Address: 324 FORT ST  
SHREVEPORT, LA 71101

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

*I WANT OPTION I - IT IS MOST COST EFFECTIVE  
AND A STRAIGHT SHOT TO I-49 FROM 220 LOOP*

1



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10-25-23  
Name: John Hoogland  
Address: 624 Linden St.  
Shreveport, LA 71104

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

My name is John Hoogland and I am the Vice President of Hoogland's Landscape. We have been in business in the Shreveport/Bossier area for over 40 years and we have a fleet of over 35 trucks and we use the interstate system on a daily basis.

I am writing to show my support to the I-49 inner city connector project. Our community would benefit from this addition immensely. It would contribute to our economy, our business commutes and cut down on inner city routes that create such an issue as far as wear and tear on our trucks, trailers and roads. We ask that you please commit to this project and begin as soon as possible so our community can appreciate and enjoy it even more.

John Hoogland • Vice President  
Hoogland's Nursery, LLC



**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA**

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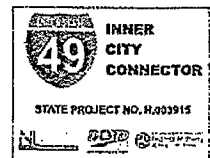
**Date:** October 24, 2023  
**Name:** Brad Massad  
**Address:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

As a local business owner, completion of the I-49 ICC will allow my subcontractors to more efficiently travel from south Shreveport to north Shreveport, saving them time and gas. Lowering my subcontractors' costs would result in lower bids and more savings to me and ultimately my customers here in the Shreveport-Bossier area. These savings would boost the economy and benefit our community as a whole.

In addition to the indirect savings, our project managers and superintendents would save time and gas, bringing more savings to our company, which can then be shared with our employees and customers.

I urge you to proceed with the completion of the I-49 Inner City Connector Project without any further delays. Shreveport business owners need this access between south and north Shreveport.





**PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1**



**STATE PROJECT NO. H.003915  
ROUTE 1-49  
SHREVEPORT, LA**

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**Or Mail:** I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

**Date:** 10/27/23  
**Name:** James Mayeaux  
**Address:** 1157 Kelliwood Dr  
Shreveport, LA 71106

**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

My business, Osborn Funeral Home, is right next to I-49. The completion of the interstate would benefit my business. I ask that you please consider the first proposed route.  
Thank you,  
James Mayeaux



This letter is written on behalf of the Greater Shreveport Chamber and the Shreveport-Bossier Committee of 100.

The development of Interstate 49 has been a focus of our community, our state and our nation for more than 50 years. Together we have designed and invested in a roadway that links Shreveport-Bossier with the rest of the nation, offers the opportunity for expanded commerce and greater connectivity, and provides a gateway to our state from the north. The economic benefits of completing this roadway are substantial and they are clear.

What remains for us to do to realize these benefits is to complete this roadway by closing the 3.5-mile gap between I-20 and I-220. This gap delays the fulfillment of the economic promise for our community and hampers its utility to our nation.

The Chamber and Committee of 100, in concert with the municipalities and many other organizations across the region, have been steadfast in our determination that this roadway must be completed, and we have stated affirmatively and consistently that we believe that the shortest, most direct and least disruptive route through the city should be used to complete this roadway.

We recognize that the ongoing NEPA process requires significant due diligence regarding any environmental and cultural impacts of this construction and appreciate that another additional alternative has been proposed, Route 3A. Our groups are on record supporting the current locally preferred alternative, Route 1 through the city, as we believe it best conforms to the tripartite test of shortest, most direct and least disruptive.

However, in the event that Route 1 does not prove feasible, we firmly believe that a route through the city is critical to the completion of this project. Thus, we affirm our support for Route 3A should the confluence of factors explored by the NEPA process align to determine that Route 3A is the most feasible alternative.

Our focus and our concern have always been the completion of this vital roadway, and so today on behalf of the thousands of businesses and tens of thousands of employees we represent, we call upon NLCOG, SHPO and the Federal Highways Administration to act with all deliberate speed to select either Route 1 or Route 3A and move with dispatch to finalize the Environmental Impact Statement, secure the Record of Decision and complete this project.

The way before us is clear and the time for action is now.



POST OFFICE BOX 1607  
SHREVEPORT, LOUISIANA 71165-1607



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10/18/2023 ZIP 71101  
043M31222094

US POSTAGE

**Providence**  
**c/o I-49 Inner City Connector**  
**1201 Main Street**  
**Baton Rouge, LA 70802**

**Y & VESTAL, LLC**  
EPORT I. MONROE  
VW.HMVCPA.COM

7080234658 0046



PUBLIC MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1



STATE PROJECT NO. H.003915  
ROUTE I-49  
SHREVEPORT, LA

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Or Mail: I-49 Inner City Connector  
C/O  
Providence  
1201 Main Street  
Baton Rouge, LA 70802

Date: 10/21/2023  
Name: DON OLSON  
Address: 7124 S. LAKESHORE DR  
SHREVEPORT, LA 71119  
dolson7124@gmail.com

PLEASE CONSIDER THE FOLLOWING COMMENTS:

- 1) Route 1 is my first choice because of its direct route and more reasonable cost.
- 2) Route 3A is my second choice because, while requiring added expense for bayou bridge crossings, it does keep from infringing on most of the Allendale community. It's very viable.
- 3) Loop-It option (using Hwy 3132 & I-220) is not a viable option. Widening the Cross Lake bridge is risky; it invites design problems such as differential settlement. Hwy 3132 was never designed to interstate highway standard and will require significant upgrades. I-220 is also not in compliance with current interstate standards. The traffic flow disruption from using this route would be unacceptable during construction.







