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**CADDO-BOSSIER PARISHES PORT COMMISSION**  
**Special Board Meeting**  
**Regional Commerce Center, 3rd Floor Board Room**  
**6000 Doug Attaway Blvd., Shreveport, LA 71115**  
**December 11, 2023 at 3:45 p.m.**

- 1. CALL TO ORDER / OPENING REMARKS:** Commission President Walter O. Bigby, Jr. called the meeting to order at approximately 3:45 p.m. in the 3rd Floor Board Room of the Regional Commerce Center, 6000 Doug Attaway Blvd., Shreveport, Louisiana and welcomed everyone.
- 2. PLEDGE OF ALLEGIANCE:** Vice President William “Bill” R. Altimus led the Pledge of Allegiance.
- 3. ROLL CALL:** The roll was called by Executive Port Director Eric England. Commissioners in attendance included: Walter O. Bigby, Jr., William “Bill” R. Altimus, Judge Stephen V. Callaway (Ret.), and Roy Griggs. Absent: Joshua K. Williams and Erica R. Bryant. Rick C. Prescott joined the meeting at 3:52 pm. James D. Hall joined the meeting at 3:53 pm. Sam N. Gregorio joined the meeting at 3:59 pm. A quorum was present.
- 4. PUBLIC COMMENT ON AGENDA ITEMS:** Commissioner Bigby asked for any public comments on agenda items. Hearing no public comments, Commissioner Bigby moved on to the next agenda item.
- 5. IN ACCORDANCE WITH La. R.S. 34:3159 (B)(2): UPDATE ON PROJECTS AFFECTING ADJACENT LANDOWNERS.** Mr. England began by stating as a result of prior amendments to the Port’s enabling legislation, a special meeting must be held annually to provide an update to adjoining landowners on the Port’s activities. Mr. England noted there are several landowners present at today’s meeting and, at the Commission’s pleasure, wanted to give them an opportunity to voice any questions during each topic. The discussion today will focus on the I-69 Service Road, the Bossier Water Line Project, the LSU Pecan Station, the Rail Line Project for the West properties, and a recent purchase contract on a residential property. A map of the Port’s Industrial Complex via Google Earth was presented as a visual aid during the meeting.

**I-69 Service Road:** A map of the route for the I-69 Service Road was displayed. Mr. England pointed out a section of the route was amended by the design engineers to correct a “dog-leg” that was not amenable to the project. Funding for the design was collected from Caddo Parish, Desoto Parish, and the Port, with the Port named as trustee of the local funds. The Port then entered into an agreement with the State to match those local funds to complete the design phase of the project. LaDOTD completed the RFP process for the design with the Stanley Group located in Baton Rouge. The Port owns several large tracts of the land through which the I-69 Service Road will travel. The timeline on the design phase is approximately one year. Commissioner Bigby asked if there was an overall completion timeline for the entire project. Mr. England stated it would take an estimated 5 years to complete this project. With the significant increases of materials post-covid, it is unknown how much it will cost now. Once the design is

“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; Judge Stephen V. Callaway (Ret.); Sam N. Gregorio; Roy Griggs; James D. Hall; Rick C. Prescott*

completed, a more comprehensive estimate of the costs will be identified. An application for federal funding has been completed.

Commissioner Prescott entered the meeting to complete the quorum.

Bossier Water Line: Mr. England stated after landing Benteler, the Port analyzed the current water capacity, electric, and rail options for future large industrial tenants. A water study was completed to look at all options for water sources. Bossier City had recently undergone upgrades to its water facility and could provide ample capacity for our industrial tenants. Bids were received for the water main as well as the boring of the Red River. In addition to installing a water main, a sewer main line will be installed that will be capped at both ends. The mobilization costs for the boring contractor was extensive, and was therefore more cost effective to go ahead and bore for both lines simultaneously. The pathway for the Bossier Water line was shown on a map. The tie-in begins at an area south of Parkway High School, follows a path down Hwy 71, past the Red River South Marina, to the river where it will go underneath. The bores will be approximately 100 feet under the Red River. The dirt work has already begun on the Port side of the project, where the general contractor is laying out the pipe leading up to the bore pits, which will be on either side of the river. The line will also go underneath Hwy 1 and the UP rail line to get to the western property of the Port's complex. The main campus of the Port is serviced by the City of Shreveport's water and sewer which goes back to the Lucas Wastewater Treatment Plant. The water volumes from the Bossier City wastewater treatment plant were much more than what could be achieved from the City of Shreveport; which is the purpose of completing this line to serve future industrial tenants. Because the project bids came in much lower than anticipated, we will likely use the excess funds to extend the water line into the western property according to the Master Plan for future development.

LSU Pecan Station Servitude: The Port owns the Cupples West property and the Robson Farms property. The I-69 route goes through that area and sadly, the LSU Pecan Station will be destroyed in the process. Based on the Record of Decision or "ROD", the I-69 route will traverse the LSU Pecan Station property. With respect to the Port's 2,000 acres on the west side of Hwy 1, the Union Pacific Railroad mainline runs parallel to Hwy 1. We began conversations with UP regarding a railroad track for the 2,000 acres. Negotiations with the LSU leadership began to determine their interest in selling, leasing, or entering into a servitude for a standard roadway/rail section of the Pecan Station property. Currently, the project engineers are working to re-draw the servitude and survey to be sent to an appraiser to determine the value. Prior to the ROD being released, the Port and the federal government entered into an agreement which prohibited permanent improvements from being placed in the path of the future I-69 corridor. The agreement included any property owned by the Port as well as any future property acquired by the Port. If the Port purchased this property from LSU, no leases could be placed on it, except for temporary or short-term leases. Therefore, a servitude is the best option in this situation.

Rail Line for the West Property: Tying into the Union Pacific Railroad on the west Port property will bring rail access to these sites for future industries. This property also has available land to facilitate the required curve radius and other standards required by UP to bring rail to the Leonard Road Farms tract, the Sorenson tract, as well as the MFE tract. This is how the LSU Pecan Station ties into our future rail plans. Our goal is to have the information to LSU by the end of the year so that it can be presented to its board at the next meeting in February.

Real Estate Purchase: Several weeks ago, a 3-acre tract of land with two homes was placed on the market. It is adjacent to Port property and a real estate contract has been placed on it. This piece of property could potentially be used in part as the rail tie-in for the west Port property. The closing should occur prior to the end of the year as requested by the seller.

Mr. England concluded his update on Port projects affecting local landowners. He entertained any questions from the Board. Commissioner Altimus asked for the estimated cost of the railroad. Robert Vinet with KSA Engineers responded with approximately \$20-23 million, depending on the agreement with Union Pacific. Commissioner Bigby asked who the rail would belong to. Mr. England stated it was undetermined and will be part of the negotiations with Union Pacific. Mr. England thanked the neighbors for attending the meeting and for being available for open dialogues, and encouraged them to give him a call with any future questions or concerns.

**6. ADJOURN:** Hearing no other comments or questions to come from the Board, Commissioner Bigby entertained a motion to adjourn. Commissioner Callaway made the motion to adjourn, and Commissioner Griggs seconded. The meeting was adjourned at approximately 4:09 p.m.

Respectfully submitted,

*/s/ Stephen V. Callaway*

Judge Stephen V. Callaway (Ret.)  
Secretary-Treasurer