

From: evetsmanagement@msn.com

To: evetsmanagement@msn.com

Subject: DID THE PORT OF CADDO-BOSSIER AND BOSSIER CITY OFFICIALS - WITH THE CRITICAL SUPPORT OF MAYOR CEDRIC GLOVER - KILL THE 3132 EXTENSION?

Date: Thu, 26 May 2011 01:32:48 +0000

Friends,

By the time the Shreveport City Council met yesterday (Tuesday), we were only five days past the Hwy. 3132 public hearing at LSU-S. I don't know about you, but after reading [Adam Causey's report](#) in today's *Times*, I was sad, and angry. As I explained in my last e-mail to you, our city charter empowers the Council to fully investigate any such governmental failure. Instead, the Council members say they can't seem to find any department or agency of city government to investigate. That our Council, therefore, has very little respect for a separation of governmental powers is clear, but that's not the real issue. The real issue is that the "executive" needs investigating by the "legislative," and our Council is far too close to the mayor to do that job.

So, with the Council having chosen the sidelines, where does that leave the rest of us in Shreveport? It leaves us where we most often are: trying to figure out what really happened ourselves, so we can do something about it.

So, let start right now with the "figuring it out" part.

WE JUST SAW THIS MOVIE, RIGHT?

Over the past 13 months, I and a handful of other Shreveporters have observed as our mayor, the convention and visitors bureau and Bossier City officials killed the Shreveport Regional Sports Authority. The SRSA had proven itself very beneficial to our area for many years, bringing such events as the Bass Masters Classic to fill our economic development coffers. Using the important access provided by a two-city organization, the Shreveport-Bossier tourist bureau, Glover joined with the City of Bossier, Bossier Police Jury and Caddo Commission to defund the SRSA and replace it with a new group within the tourist bureau. That group will be headed by Bossier Police Jury employee and former state representative, Billy Wayne Montgomery.

Having watched that slow-motion wreck, the intended eradication of the 3132 Extension is, to me, all too familiar. Again led by Glover, this time the team features Bossier Councilman Tim Larkin (also working to solve a potentially fatal problem for his Esplanade development on Flournoy-Lucas), Bossier State Representative Jane Smith, a list of other key government officials in Bossier City and Bossier Parish, and - **are you ready for this?** - the commissioners and top staffer at the Port of Caddo-Bossier. In terms of the raw political power of the commissioners, this group is, again, Bossier-heavy.

WHAT IN THE \$&@%?! IS OUR PORT COMMISSION DOING KILLING WHAT WAS ORIGINALLY KNOWN AS THE "PORT LOOP"??!!

To be convinced that something this preposterous isn't fictional, you'll want to do a bit of reading in the links I provide.

To start, there is the cast of characters, both for the Port Commission and the very important NLCOG (Northwest Louisiana Council of Governments). For the former, here is the [list of officers and commissioners](#). For the latter, check the [list of members present](#) at the NLCOG meeting last month where Glover, Tim Larkin and Eric England, the Executive Director of the Port, joined forces to kill the dedicated final leg of the 3132 Extension to the Port.

(1) To satisfy yourself that the Port, by specific intent of its Executive Director, wants to kill the 3132 Extension, go back to the NLCOG link - [here is it again](#) - and read the 5th paragraph of the next-to-last page of the minutes of the key April 7th meeting. In that section, entitled - "**III. Louisiana 3132 (Inner Loop Expressway Ext.) Discussion**" - the Port's position is made crystal-clear, as I directly quote:

(Bossier Parish Police Jury Administrator) "Mr. (Bill) Altimus asked Mr. England for the ports (sic) perspective as related to the inner loop and I-69.

Mr. England described that the port felt that with the extension of Inner Loop to Flournoy-Lucas and with the expansion of Flournoy-Lucas to LA 1 these facilities could handle the volumes of truck traffic for a number of years. Mr. England stated that the ports (sic) long range connection is with I-69 and its river crossing. He further stated that the port was putting its eggs in the I-69 basket."

(2) To add to the mix, consider this [Shreveport Times report](#) by Michele Marcotte, just ten days ago. Just like having a Shreveport-Bossier sports authority headed by a Bossier Parish official, Bossier City and Parish officials seem well on their way to using a Shreveport-Bossier port commission to establish a competitor to the existing port. Clearly, there is ample land available on the Shreveport side of the Red River to expand the present port less expensively, but Bossier City politicians want their "own," and they use key folk among "us" to get it.

(3) Note that this year's President of the Port of Caddo-Bossier is James D. Hall. That's Jimmy Hall, the Bossier City Attorney, known by those who know the facts and truth as the top dog in all things Bossier politics and government. He is joined on the Board by his close friend, Lynn Austin, the former Bossier City CAO and current Bossier City Marshall. That is a notably strong Bossier political presence at the Port, far more so than the Shreveport contingent. In fact, one of Glover's appointees who lives in Shreveport is Sam Gregorio. Mr. Gregorio is reported to be one of Tim Larkin's attorneys in Esplanade matters, and is shown in [Shreveport Times-published property transfer records](#) - Page 3, the 4th property

listed - to have purchased a \$510,000 lot in Esplanade. (I apologize in advance if Mr. Gregorio does not, in fact, represent Tim Larkin in Esplanade matters.)

(4) Over at NLCOG, the [full list of members of the subject Transportation Policy Committee](#) also shows a very strong Bossier presence, including Parish Administrator (and elected Police Jury member) Bill Altimus, Bossier Mayor Lo Walker, and Bossier MPC Director Sam Marsiglia. Eric England, you will notice, is also on that key committee.

THE STRANGE CASE OF SHREVEPORT MAYOR CEDRIC GLOVER

No matter what the various Bossier officials may or may not have planned to this point, and no matter what they may intend to Shreveport's detriment in the future, we must suspend disbelief and recognize that the real key to their accomplishments is our mayor. All of us who are interested in this important matter can spit and sputter as we choose in blaming Bossierites for any of this, but that's intellectual sleight-of-hand. In the above-linked NLCOG minutes of its April 7th meeting, the final 2-1/2 pages detail this point.

The carefully planned political "hit" on our long-awaited 3132 Extension to the port was accomplished in a discussion requested and by Tim Larkin. Larkin's detailed and strong argument to use Flourney-Lucas and Hwy. 1 instead of the 3132 Extension was pushed-back against by Kent Rogers of NLCOG and John Sanders of the Louisiana Department of Transportation & Development - **not by anyone representing Shreveport**. The end-3132 case by Larkin was most strongly supported by the Port's Eric England, then the coup d' gras was delivered by Shreveport Mayor Cedric Glover in his motion that NLCOG "rescind the approved corridor alignment" for the 3132 Extension to the Port. The motion was seconded by Eric England from the Port. When the vote was taken, only Mr. Sanders from DOTD voted "no."

Clearly, our mayor's inclusion in his motion that a "feasibility study" be conducted into an alternate route - item #4 in his motion - is pure political cover, at best. If you think otherwise, please study the route he refers to, then get to your map of choice and see where it is, and what it would mean to, for example, *The Oaks*. It would be a joke if it was funny, but it isn't a bit funny. If a serious such alternate route existed, the many trained professionals in this field over the decades would have located and proposed it; they wouldn't have opted to wait for a mayor to pull one out of his or her hat for chuckles and grins someday. They knew what was needed, they proposed it many years ago, and they stuck to it ... until government broke down completely.

As I noted last week, Mayor Glover's attempt at the LSU-S event to distance himself from his own actions at NLCOG speaks volumes. If he stands by what he did in that unattended-by-the-public meeting, why didn't he use the LSU-S forum to argue his position in front of 300+ Shreveporters?

We need to know what's going on here. Our elected officials, thus far, have no stomach for

assisting us, so we're on our own. If the facts and analysis presented here don't make sense to you, please present your own. For my part, I've seen this movie over and over again here for a lot of years. I know how it ends, and I know no one reading this is going to be happy with that ending.

We'd better rewrite it.

Elliott Stonecipher

P. S. As always, forward this as you may, but please do so without edits.

Evets Management Services, Inc.
6658 Youree Drive
Suite 180, #367
Shreveport, LA 71105
Phone: 318-424-1695