

MINUTES OF THE MEETING OF THE
CADDO PARISH COMMISSION
HELD ON THE 8TH DAY OF APRIL, 2010

The Caddo Parish Commission met in legal and regular session on the above date at 3:30 p.m. in the Government Chamber with Mr. John Escude, President, presiding, and the following members in attendance, constituting a quorum: Commissioners Cox, Dominick, Epperson, Escude, Jenkins, Linn, Lynch, McCulloch, Pierson, Smith and Thibodeaux (11). ABSENT: Commissioner Baker (1). The President noted that the absence of Commissioner Baker was due to the death of her mother.

The invocation was given by Mr. Pierson, and Mr. Linn led the Commission in the Pledge of Allegiance.

It was **moved by Mr. Pierson**, seconded by Mr. Epperson, *that the Minutes of the Regular Meeting held on March 18, 2010, be adopted.* Motion carried.

COMMUNIQUES AND REPORTS

At this time Parish Attorney Charles Grubb came forward to present a summary of bills introduced in the Louisiana Legislature that might be of interest or importance to Caddo Parish. He then discussed various bills and asked the Commission to express a consensus of support or opposition on each.

Of particular interest, he said are bills that would take retirement benefits away from public employees convicted of a felony; that would prohibit convicted felons from bidding on public projects; that would remove income testing for property tax freeze for citizens over 65; that would double the Homestead Exemption; that would limit property tax assessments in any one year to the amount of the Consumer Price Index; that would exempt 100 percent disabled veterans and their spouse from paying property tax; that would place limitations on work release programs; that would create a fund to assist political subdivisions in purchasing alternative-fuel vehicles; that would place regulation of telecommunications in the authority of the Public Service Commission; that would add demolition liens to tax bills, and that would require financial disclosure by public officials regarding employment of political contributors.

Also, bills that would require disclosure by public officials of information regarding public employment of people who contributed in excess of \$1,000 to their political campaign; that would require oil and gas operators to provide additional information to mineral owners regarding their royalties; that would provide for local elections to determine the amount of homestead exemptions; that would provide for parish-wide jurisdiction of constables meeting certain requirements; that would require public financial disclosure for all public employees authorized to negotiate contracts; that would make the Louisiana Municipal Association and the Police Jury Association public bodies for purposes of the Open Meetings Law; that would require at least one-third voter participation in any tax election; that would exempt all public employee records from the public record laws, and a bill that would absolve pharmacists from the responsibility of collecting local sales and use taxes on prescription drugs.

Senator Lydia Jackson has filed a bill, Mr. Grubb said, that would require financial disclosure from people who lobby local government. He said he does not know her reasoning or exact intent with this bill, but on its face it pears to limit citizens' ability to express their views to their elected officials. He said he will confer with Sen. Jackson, who is also handling the Commission's local bill to abolish the Jail Site Fund.

One proposed bill, he said, would raise Parish employee contributions to the Parochial Employees Retirement System from 9.5 percent to a range of 8 to 11 percent, to be decided by the PERS board on an annual basis. There have been a number of efforts over the past four or five years to help cure the actuarial deficit in not only PERS but also the other State retirement systems. That is why the employer contribution to PERS is significantly higher than it was in the past, he said, but the employee contribution has remained at 9.5 percent for a number of years.

Relatedly, in 2006 the Legislature passed a law to change the PERS calculation of an employee's retirement from the highest-three-years of pay to the highest-five-years. He said that this change would result in a savings to the retirement system and a reduction in retirement benefits paid to current employees.

The legislation produced a big political fight then, he said, and the result was that the bill came out applicable only to employees hired after January 1, 2007. However, a bill has now been proposed to modify that 2006 provision to now apply to all employees regardless of hire date, to go into effect January 1, 2011. In his opinion this proposal is grossly unfair, he said, because benefits are supposed to be contractual. It should apply only to new-hires, not retroactively to current employees. Many current employees, including himself, will be severely impacted, he said.

Mr. Grubb said that in the past it has generally been the Commission's position to oppose any legislation that would have a negative impact on the Parish's resources. However, he said, he understands that each bill must be considered on its particular merits, and for that reason he would like to have input from the Commission. He stated that he would respond to any comments or questions from Commissioners.

Regarding the bill to remove the income ceiling on freezing the property tax on citizens over 65, Ms. Lynch said she would like to know how much this would cost the Parish.

Mr. Escude said that Caddo Parish has not experienced much growth over the past two decades, and the State has experienced outward migration. He said that while removing the income test for seniors might result in a loss of some tax revenue, the larger view would suggest that Louisiana and Caddo Parish would wish to encourage seniors to retire here, as retirees have and spend money. Freezing their property taxes should be a powerful enticement. State income tax for people over 65 should also be eliminated, he said.

In regard to limiting property tax assessments to CPI, Mr. Escude asked if this legislation could possibly correct what he considers to be arbitrary and erroneous assessments in the reassessment years, where houses of equal size and equal value are taxed differently. He said he understands that the Parish needs revenues from property, but the assessments are not being done correctly or fairly now; to put a cap on the assessments would seemingly mean that erratically different assessments could no longer be made on similar properties.

Mr. Grubb said that it would appear logical, inasmuch as the value of real estate ebbs and flows, not necessarily in concert with the CPI. However, he said, the capping of assessments according to the CPI possibly could result in more inequities, with some people being under-assessed. It is a complicated subject, he said, and one not easily resolved by legislation.

In regard to the bill to change the PERS retirement calculation from three to five years, Mr. Escude asked if the change would affect Parish revenues. Mr. Grubb said that it would have no affect on parish governments—only on employees of parish governments.

Mr. Escude said he would then assume that the Commission would wish to take a position that is in the best interest of the Parish's employees. The details of that position can be determined by the Human Resources Department, he said, with the Commission so advised.

The President then thanked Mr. Grubb for his report.

Commissioner Lynch then reported at the recent National Association of Counties Legislative Conference in Washington she had gathered information regarding two cost-saving initiatives. One is a government employees marketplace, a discount program providing government employees with access to thousands of discounts. She said she had provided the information to the Administrator to evaluate.

The other, she said, is an initiative to save on inmate health care costs through a medical audit service provided by NACo. She said that the Parish is now spending about \$2.6 million for medical treatment for inmates, health care and related costs at Caddo Correctional Center. Some 45 counties in the U.S., including Dallas County, are already using this service, she said, and they are realizing savings of from 30 percent to 65 percent. The Administrator has been given this information also.

Mr. Cox then reported that the Policies and Procedures Committee had met and recommended some changes to the by-laws. A resolution reflecting those changes will be presented to the Commission at its next meeting, he said.

Mr. Dominick stated that in recent days he had had the opportunity to participate in the opening ceremonies for a new park that the Town of Ida had built with the assistance of the Commission. The event was very well attended, and the Mayor and City Council were very appreciative for the Parish's help. He said that on the last Saturday of each month the Town hosts bluegrass musicians who present a unique, entertaining performance.

PUBLIC HEARING ON ORDINANCES

- Ordinance No. 4972 of 2010, to declare certain adjudicated properties to be surplus and to authorize the parish administrator, or a designee, to sell the Parish of Caddo's tax interest in certain surplus adjudicated properties
- Ordinance No. 4973 of 2010, to revoke the dedication of North Roach Circle located in Roachcliffe Estates in the Parish of Caddo

- Ordinance No. 4974 of 2010, to rescind the subdivision of Bear Bryant Subdivision in the Parish of Caddo

The President asked if there was anyone present to speak in support of or in opposition to any of the above ordinances, and there was no one. He directed the public hearing to be concluded and directed the Clerk to present ordinances for final passage.

ORDINANCES: (For final passage)

ORDINANCE NO. 4967 OF 2010

BY THE CADDO PARISH COMMISSION:

AN ORDINANCE AMENDING CHAPTER 14 OF THE CODE OF ORDINANCES BY ADDING ARTICLE V COMPRISED OF SECTION 14-111 -14-126 "COMMERCIAL VEHICLE ENFORCEMENT", AND PROVIDING FOR THE ESTABLISHMENT OF REASONABLE AND UNIFORM SUPPLEMENTAL ROAD AND BRIDGE USE REGULATIONS FOR THE PARISH OF CADDO; FINES AND PENALTIES FOR VIOLATION THEREOF, AND OTHERWISE PROVIDING WITH RESPECT THERETO.

WHEREAS, the growth and volume of heavy industrial uses and other uses of the public road and bridge system in the Parish of Caddo (the "System") is hereby declared to possess such importance to the health, safety, and general welfare of the citizens of the Parish of Caddo that the establishment of reasonable and uniform supplemental road and bridge use regulations is essential in order to avoid the creation of hazards in the System, and to protect the long term investment of Parish tax dollars in its Roads and Bridges; and

WHEREAS, these regulations are intended to coexist without conflict with either state regulation and laws, any legal responsibilities of local governments under relevant state and federal laws, any federal statutes or regulations, or with other local regulations which already may address any subject matter of this ordinance; and

WHEREAS, the Parish has discovered that this increased volume of heavy industrial uses of the System has caused significant damage, and costs Caddo millions of dollars in lost intended wear life and actual destruction to the System; and

WHEREAS, various studies have shown, including studies by the U.S. Department of Transportation and various state governments of transportation, that a commercial motor vehicle weight enforcement program helps avoid pavement damage from overweight vehicles.

WHEREAS, the Louisiana Department of Transportation has adopted a civil fine schedule for overweight traffic on roads designed to measure and compensate the State for overweight offenders damage to its own road and bridge systems; and

WHEREAS, the Parish of Caddo intends to adopt the same civil fine schedule of the Louisiana Department of Transportation to attempt to recoup the loss to the public fisc by the operation of the over-weight traffic on the System;

NOW, THEREFORE, BE IT ORDAINED by the Caddo Parish Commission that the Chapter 14, of the Caddo Parish Code of Ordinances, be and is hereby amended to add Article V composed of Section 14-111 – 14-111.7 "Commercial Vehicle Enforcement" and the following road and bridge use regulations are adopted for the Parish of Caddo:

Article V, Section 14-111. Commercial Vehicle Enforcement

SECTION 1. DEFINITIONS:

CADDO PARISH:

Caddo Police Commercial Vehicle Enforcement Unit

AXLE:

A beam with a spindle or spindles about which wheels rotate.

AXLE GROUP:

A combination of two or more consecutive axles considered together in determining their combined load effect on a highway (such as tandem, tridum, or quadrum axle groups).

BOOSTER:

A mechanism which attaches additional axles to the rear of a trailer. The trailer to booster connection may rely on mechanical, air (or other gas), or hydraulic means to provide load transfer. Generally designed to provide axle spacing between groups of a minimum of ten (10) feet bridge or greater. (Also called axle extensions or stingers.)

CONVERTER DOLLY:

An auxiliary undercarriage assembly consisting of a chassis, fifth wheel and towbar used to convert a semitrailer to a full trailer. (No load distribution occurs between dolly & power unit.)

DECK:

The load carrying area on a platform, lowbed or chassis-type trailer. Can be flat level, dropside, recessed well (transformer) or beam design.

DEPARTMENT:

Caddo Parish Commercial Vehicle Enforcement Unit

DOLLY, JEEP:

A short frame-type trailer complete with upper coupler, fifth wheel and undercarriage assembly and designed in such a manner that when coupled to a semi-trailer and tractor it carries a portion of the trailer kingpin load while transferring the remainder to the tractor fifth wheel. (Also called joe dog or a load divider dolly; usually as a sliding fifth wheel or a fixed fifth wheel for the trailer to couple with.)

DESIGNATED TRUCK ROUTES: (National Network-NN)

Highways designated by the Secretary of the U.S. Department of Transportation in accordance with the Surface Transportation Assistance Act of 1482 that includes provisions for truck-semi trailer-trailer combinations and maximum vehicle width of eight feet six inches.

DOMICILE:

The fixed, permanent and principal residence for legal purposes.

DROMEDARY UNIT:

A load carrying compartment on a truck-tractor located between the cab and fifth wheel.

DUMMY AXLE:

A single axle attached independently to the frame of a vehicle and so designed and placed as to indicate the appearance of and to carry a uniformly distributed load of a normal axle group.

ENVELOPE VEHICLE:

A truck/semi-trailer combination or truck tractor/manufactured housing combination that does not exceed the size and weight limits specified by Caddo Parish.

GROSS VEHICLE WEIGHT RATING (GVWR):

The maximum allowable total weight of a road vehicle or trailer when loaded.

GROSS WEIGHT (GW):

The weight of a vehicle and/or combination of vehicles plus the weight of any thereon.

INDIVIDUAL AXLE:

Any of the two, three, or four axles which make up the tandem, tridum, or quadrum axle groups.

INTERSTATE HAULING:

Vehicle movement between or through two or more jurisdictions.

INTRASTATE HAULING:

Movement of a vehicle from one point within a jurisdiction to another point within the same jurisdiction, regardless of routes traversed.

JEEP:

A short frame-type trailer complete with upper coupler, fifth wheel and undercarriage assembly and designed in such a manner that when coupled to a semi-trailer and tractor it carries a portion of the trailer kingpin load while transferring the remainder to the tractor fifth wheel. (Also called joe dog or a load divider dolly; usually as a sliding fifth wheel or a fixed fifth wheel for the trailer to couple with.)

LADOTD:

The Louisiana Department of Transportation and Development.

LENGTH:

The total longitudinal dimension of a single vehicle, a trailer, or a semi-trailer. Length of a trailer or semi-trailer is measured from the point of the cargo-carrying unit to its rear and includes load-holding devices thereon.

MOBILE HOME:

(a) A trailer or semi-trailer which is designed, constructed and equipped as a dwelling place, living abode or sleeping place, either permanently or temporarily, and is equipped for use as a conveyance on highways: or (b) A trailer or semi-trailer whose chassis and exterior shell is designed and constructed for use as a mobile home, as defined in (a), but which is used instead permanently or temporarily for the advertising, sales, display or promotion of merchandise or services, or for any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier.

QUADRUM AXLE:

Any four consecutive axles whose centers are 40 or more inches but not more than 96 inches apart. A quadrum axle must be designed to equalize the load between the axles.

SINGLE AXLE:

Any single axle or any assembly of two or more axles whose containers are less than 40 inches apart.

SEMI-TRAILER:

Any single vehicle without motive power designed for carrying property and passengers and so designed in conjunction and used with a motor vehicle that some part of its weight and that of its own load rests or is carried by another vehicle and having one or more load-carrying axles.

STINGER-STEERED COMBINATION:

A truck tractor semi trailer wherein the fifth wheel is located on a drop frame located behind and below the rear-most axles of the power unit.

TANDEM AXLE:

Any two consecutive axles whose centers are 40 or more inches but not more than 96 inches apart. A tandem axle must be designed to equalize the load between the axles.

TRIDUM AXLE:

Any three consecutive axles whose centers are 40 or more inches but not more than 96 inches apart. A tridum axle must be designed to equalize the load between the axles.

TRAILER:

Any single vehicle without motive power designed for carrying property and passengers wholly on its own structure, drawn by a motor vehicle, which carries no part of the weight and load of the trailer on its own wheels, and having two or more load carrying axles.

TRAILER DOLLY:

An auxiliary undercarriage assembly consisting of a chassis, fifth wheel and towbar used to convert semi-trailer to a full trailer.

TRAILER, DROP CENTER (DOUBLE DROP):

A trailer design employing an offset or drop in the cargo deck immediately behind the supports and another immediately in front of the suspension, the purpose of which is to lower the cargo deck and/or to provide the greatest height possible for the cargo in the dropped area.

TRAILER, DROP FRAME:

A trailer design employing one offset or drop in the cargo deck immediately behind the supports. (Also called a single drop trailer.)

TRUNION AXLE:

An axle configuration with two individual axles mounted in the same transverse plane, with four tires on each axle, connected at a pivot which allows each individual axle to oscillate in a vertical plane to provide constant and equal weight distribution on each individual axle.

TRUNION AXLE GROUP:

Two or more consecutive trunion axles, which are individually attached to, and/or articulated, from the vehicle by a weight equalizing suspension system.

VARIABLE LOAD SUSPENSION AXLES:

Axles which can be regulated by the driver of the vehicle either through the use of an in-cab valve or switch or by turning a valve on the outside of the truck. These axles are controlled by hydraulic and air suspension systems, mechanically, or by a combination of these methods.

VEHICLE:

Any device by which a person, or things may be transported upon a public highway or bridge. A trailer or semi-trailer shall be a separate vehicle. For the purposes of this Article V such vehicles or a combination of vehicles operating intrastate with a single or combined Gross Vehicle Weight Rating equal to or greater than 20,001 pounds; or a vehicle or combination of vehicles operating interstate with a single or combined Gross Vehicle Weight Rating equal to or greater than 10,001 pounds; or any vehicle that is used in transporting material found by the U. S. Secretary of Transportation to be hazardous.

WIDTH:

The total outside transverse dimension of a vehicle including any load or load holding devices thereon, but, excluding approved safety devices and tire bulge due to load.

SECTION 14-112.

Article 14-112. Width; projecting loads.

- A. The width of any vehicle shall not exceed 102 inches, exclusive of safety devices.
- A. The load of any vehicle shall not project more than 12 inches beyond the width of the vehicle.

SECTION 14-113. Height

- A. The height of any vehicle and its load shall not exceed 13 feet 6 inches on the roadways maintained by Caddo. Vehicles operating exclusively on Interstate Highway (due to their configuration) will have a one-road mile exclusionary zone from the Interstate Highway to allow for access to terminals, facilities for food, fuel, repairs, and rest.

SECTION 14.114. Length

- A. On roadways maintained by Caddo the length of a single vehicle shall not exceed 45 feet. The length of the semi trailer portion of a tractor-semi trailer combination shall not exceed 59 feet 6 inches maximum. The maximum length for specialized hauling equipment (car haulers, boat haulers, dromedary units) is 75 feet non-inclusive of a 3-foot front overhang and a 4-foot rear overhang.
- B. The load carried by a combination of vehicles transporting poles and piling and forest products in their natural state shall not exceed 65 feet plus 1 foot for slippage of cargo. These loads may operate during daylight hours with 20 foot rear overhang plus 1 foot for slippage and two red flags (1 foot by 1 foot) posted on rearmost portion of load, indicating both the width and length of the load; and at night with 15 foot rear overhang plus 1 foot for slippage and a single steady illuminated red lamp posted at rearmost portion of load. These loads must maintain a 2-foot clearance above the pavement structure. Daylight shall be defined as the period from thirty minutes after sunrise until thirty minutes before sunset.
- C. The load upon any single vehicle or upon the front vehicle of a combination of vehicles shall not project more than 4 feet beyond the foremost part of said vehicle, and the load upon the rear of any single vehicle or upon the rearmost part of a combination of vehicles shall not project more than 8 feet beyond rearmost portion of vehicle (excluding forest products). Equipment that is more than 6 feet off of pavement surface is not considered overhang when it is to the foremost part of vehicle.
- D. No combination of commercial motor vehicles operated on Caddo roadways shall consist of more than 2 vehicles.

SECTION 14.115. Cargo Securement

- A. The load on a vehicle shall not drop, sift, leak, or otherwise escape there from.
- B. Cargo securement is product specific and will be secured accordingly.
- C. All loose material will be covered with a tarp that does not allow the load from spilling or

dropping from the vehicle. This includes dirt, sand, gravel, nails or other material that is capable of blowing or spilling from a vehicle as a result of movement or exposure to air, wind currents, or weather, but shall not include agricultural products in their natural state or wood chips.

SECTION 14.116. Trailer Connections

- A. Draw bars and other connections must be strong enough to pull all the towed weight, be maintained properly, and shall not exceed 15 feet in length.

SECTION 14.117. Exemptions

- A. Farm and agricultural vehicles, and equipment, except draglines, and bulldozers, being operated or transported for bona fide agricultural or agronomical/horticultural purposes or the transportation of farm vehicles and equipment to be used for normal farm purposes by persons transporting such farm equipment, landscaping, hardware store delivery operations or any type of agronomical machinery, fertilizing tending units for a distance not to exceed 50 miles from point of origin, shall be exempted from Section 14-112 – 14-115.
- B. Trailers and semi trailers with a gross vehicle weight rating of not more than twelve thousand pounds, when owned and used by a retail business in this state and designed for the purpose of pick-up and delivery of new, used and repaired farm equipment for a distance not to exceed 50 miles from point of origin shall be exempt from Section 14-112.
- C. Vehicles being operated to transport timber cutting or logging equipment from one job site to another and the equipment being transported, when the trailer upon which the equipment is being towed, are owned or leased by the same person, shall be exempt from Sections 14-112, 14-113 and 14-114.
- D. Such farm vehicles and vehicles transporting cutting and logging equipment may use any Caddo road during the period from thirty minutes after sunrise until thirty minutes before sunset provided that such machinery or equipment shall be equipped with front and rear reflector lights and with a blinking hazard light clearly visible from the front and rear during dusk/dawn and properly marked with flags during daylight.
- E. Trucks which transport seed cotton modules or cotton from the field to the gin, or cottonseed from the gin to the mill shall be exempt from Sections 14-112, 14-113 and 14-114.

The first violation of any of the above articles shall be punishable by a civil fine of not more than \$175.00. A subsequent violation shall be punishable by a fine of not more than \$500.00, as defined by the Director of Public Works.

Section 14-118. Weights allowed on Caddo Roadways

- A. The total gross weight of a type 6 vehicle is 80,000 lbs. The total gross weight for a type 8 vehicle is 88,000 lbs (this includes all type 8 vehicles and any tractor with 3 or more axles pulling a trailer with 3 or more axles that are all properly rated).
- B. No tire mounted on any axle attached to any vehicle or combination of vehicles shall impose a greater weight on the surface of a roadway than 650 pounds per square inch. No tire shall exceed its manufacturers tire rating.
- C. The total gross weight of any single axle attached to any vehicle and equipped with low-pressure pneumatic tires shall not exceed 22,000 lbs.
- D. The total gross weight of any tandem axle attached to any vehicle and equipped with low-pressure pneumatic tires is 37,000 lbs., however any vehicle carrying forest products in their natural state shall be given 40,000 lbs.
- E. The total gross weight for tridum axles attached to a vehicle and equipped with low-pressure pneumatic tires is 45,000 lbs.
- F. The total gross weight for a quadrum axle attached to a vehicle equipped with low-pressure tires is 55,000 lbs.
- G. The total gross weight for a 5-axle group attached to a vehicle equipped with low-pressure tires is 61,000 lbs.
- H. The gross steering axle gross weight of any vehicle shall be determined by the size of the

tire, it shall not exceed 22,000 lbs.

- I. When by reason of the condition of the weather, or the physical condition of any Caddo roadway or its recent construction, or the making of repairs thereto, Caddo Parish deems it necessary, then for such time as is reasonably necessary to remedy the situation, it may prohibit the use of such a highway or specify lesser gross weights than those fixed in this section, pursuant to the recommendations of the Director of Public Works for Caddo Parish in order to protect the public roadways and the persons and property of the traveling public from unnecessary damage. Notice of such restrictions, prohibitions, or weight reductions shall be given by Caddo Parish by proper posting of signs giving notice of these restrictions, prohibitions, or reductions at the terminal of the roadway. These roadways and bridges will be posted with regulatory weight limit signs (black lettering on a white background). Violation tickets will be issued for vehicles crossing these bridges in excess of the posted weight limit. Neither the Parish of Caddo, the Caddo Parish Commission, its officers, agents and employees shall incur any liability from injury or property damage caused by the crossing of a posted bridge or travel on a roadway with a load/vehicle in excess of posted or advisory (black lettering on a yellow background) weight limits.
- J. Caddo Parish requires reasonable distribution of axel weight on tandem, tridum, quandrum axle groups.

Tandem axles – a tandem axle group is properly distributed if neither of the axles carries more than 21,500 lbs.

Tridum axle – a tridum axle group is properly distributed if none of the individual axles carries more than 17,000 lbs.

Quadrum axles – a quadrum axle group is properly distributed if none of the individual axles carries more than 15,500 lbs.

Those vehicles and loads with permits that exceed the legal axle weight must comply with the axle weight distribution described in the overweight permit procedures.

The regulator that controls the pressure for these axles must be mounted outside the cab. The only control that may be in the cab is that which is necessary to activate the system (raise and lower the axle).

Section 14-118. Permits

- A. No vehicle or combination of vehicles which does not meet the requirements of Section 14-112 through Section 14-117 shall use the public roadways of Caddo Parish without first obtaining a special permit from the Parish, the special permit herein provided shall be issued at the discretion of Caddo Parish. Any special permit shall be carried with the vehicle using the same and shall be available for inspection by the proper authorities. There shall be a penalty for failure to obtain and/or possess required special permits of not less than \$100.00 or more than \$500.00, as prescribed by the Director of Public Works.
- B. Caddo Parish may adopt rules and regulations necessary to carry out the purpose of this section relating to special permits.
- C. The Director of Public Works may issue a special permit for the operation of vehicles or combination of vehicles having dimensions or weight in excess of the limits imposed by Caddo Parish Section 14-112 through 14-117 if the shipment is not readily divided, broken, or dismantled, or the operation of such vehicle is otherwise prohibited by law, however, if the parts which have been divided, broken, or dismantled from the shipment weight in the aggregate weight of five hundred pounds, or less, then the shipment shall be considered as indivisible. If any parts remain with the shipment weight and exceed five hundred pounds, the load shall be considered as divisible and no special permit shall be granted, and any existing special permit shall be deemed void. In the exercise of its discretion, the Director of Public Works shall consider the following factors, as well as any other circumstance existing in the particular case:
 1. There is a vital and exceptional economic necessity therefor.
 2. The existence of a real necessity of transportation by Parish roadways.
 3. The Director of Public Works considers the best interest of Caddo Parish, the Caddo road system and the citizens of Caddo and their property during the issuance of the permit.
- D. When an application for a special permit is made, the Director of Public Works may require the

special permit applicant to supply any information it deems necessary for the protection of the interests of Caddo, the Caddo road system, and the public.

- E. The Director of Public Works may impose conditions upon the issuance of special permit and may also impose requirements upon its use, including but not restricted to, the use of additional axles, so as to require that the axle weight conform as close as possible to the weight provided for in Section 14-118; the routing over the roadways of the shipment under special permit; the date, time of day, the speed limit; the furnishing of a bond with good and solvent surety to protect Caddo Parish, and all officers and employees of Caddo Parish from all liability and damage resulting from the use of such permit (overweight -exceeding weights allowed for the axle configuration, or 14 feet wide or more, the minimum amount of the certificate of insurance must be \$100,000 for one (1) trip or \$250,000 for a year); The permittee accepts and uses the special permit at his or her own risk, even though all instructions, directions and requirements of Caddo Parish have been followed. Neither the Parish of Caddo nor the Caddo Parish Commission or its employees and agents shall incur any liability of any nature from the use of a special permit. The accompaniment of the vehicle and shipment by proper escort, all at the expense of the permittee; and such other conditions or requirements as the Director of Public Works deems necessary and proper. When law enforcement vehicles are required as a proper escort, there shall be a charge for the use thereof. Such charges shall be based on the mileage of the escort with a minimum charge of twenty-five dollars.
- F. An overweight special permit shall be issued for the gross weight of the vehicle or combination of vehicles. Vehicles must be registered for the maximum allowable licensed weight in order to obtain an overweight special permit.
- G. The Director of Public Works may issue an annual special permit for the operation of those vehicles which are of such design that they do not comply with Section 14-117.
- H. Special permits must be obtained before movement of an oversize or overweight vehicle or load begins or before the vehicle enters upon the roadways of Caddo Parish. Movement of overweight permitted loads onto a road or bridge with a posted weight limit shall be considered on an individual basis. Inquires should be directed to the Director of Public Works well in advance of the movement as it may require analysis and adequate time should be allowed for this analysis. The permittee shall pay any cost incurred for the analysis.
- I. Caddo Parish may establish and collect reasonable fees for each special permit issued. Permit fees shall be uniform for each classification of vehicle and/or purpose for which issued. All of the funds/fees collected shall be deposited into an account designated by Caddo Parish following their collection. Caddo Parish shall keep a set of books showing from whom funds are received and for what purpose.
- J. The Director of Public Works shall recognize and honor any legally obtained LADOTD issued annual special permit. The permittee accepts and uses the special permit at his or her own risk, even though all instructions, directions and requirements of Caddo Parish have been followed. Neither the Parish of Caddo nor the Caddo Parish Commission or its employees shall incur any liability of any nature from the use of a special permit. Any special permit shall be carried with the vehicle using the same and shall be available for inspection by the proper authorities. Vehicles using an LADOTD issued annual special permit shall be prohibited from violating any posted weight limits on parish roadways or bridges without first contacting the Director of Public Works for permission with adequate response time allowed. Violation of these terms and conditions shall result in termination of observance of said permit by the Director of Public Works.

Section 14-119. Annual Permits.

- A. Annual Overweight Permit for Machinery/Heavy Equipment. (\$1,500.00 per year)

The Director of Public Works may issue special permits upon application and payment of fees by the owner or operator of any vehicle or combination of vehicles transporting heavy equipment with gross vehicle weight not to exceed 120,000 lbs. Oversize dimensions not exceeding 14 feet 4 inches in height, 12 feet 0 inches in width, 90 feet 0 inches in length and a rear overhang of 25 feet 0 inches shall be included in the cost of the permit. Loads with dimensions exceeding the parameters of this permit must obtain a separate oversize/overweight permit. Vehicles using this permit are prohibited from crossing bridges with a posted weight limit and from travel in restricted construction zones. Vertical clearances will be the responsibility of the permittee. This is a calendar year permit and it expires each year on December 31. The permit will be issued for the pulling unit and is non-transferable and non-refundable. Loads with a gross vehicle weight exceeding 108,000 lbs are required to have a combination of at least 6 axles. Vehicles with

valid permit are not prohibited from traveling at night, during moderate rain, or on holidays, if the width and length conform to legal standards. The issuance of this permit requires a signed agreement, an application from the company, Power Of Attorney giving authority to a person to execute the agreement on behalf of the corporation and must be dated on or before the agreement is dated. This permit shall be embossed with the Seal of the Caddo Parish and the original permit shall be carried in the vehicle for which it was issued. They may only be obtained from Caddo Parish. Notwithstanding anything contained herein to the contrary, there will be no charge for this permit if the vehicle is the subject of a current valid oversize/overweight permit issued by the LADOTD.

B. Off-Road Equipment-Annual (\$1,000.00 a year)

The Director of Public Works may issue special permits upon application and payment of fees by the owner or operator of vehicles that are classified as Off-Road equipment. In general, included in this category are vehicles that have single-single, single-tandem, or tandem-tandem configurations that do not exceed 30,000 lbs on a single axle, 60,000 lbs on a tandem axle and 66,000 lbs on tridum axles. Reasonable oversize dimensions will be covered as well; however appropriate escort regulations will apply. This permit shall not supersede any lesser weight limit posted on a bridge or roadway. This is a calendar year permit and it expires each year on December 31. Notwithstanding anything contained herein to the contrary, there will be no charge for this permit if the vehicle is the subject of a current valid off-road equipment annual permit issued by the LADOTD.

C. Harvest Season or Natural Forest Products (\$10.00 per year)

Upon application and payment of fees by the owner or operator of any vehicle or combination of vehicles transporting farm and forest products in their natural state, transporting seed cotton modules, transporting cotton seed from the gin to the mill, transporting brewers grain, Director of Public Works shall issue special harvest season permits for transportation of these farm and forest products in their natural state on Caddo roadways for a total gross weight of 86,600 lbs for any vehicle or combination of vehicles provided:

- 1-The total weight of any single axle shall not exceed 22,000 lbs.
 - 2- The total gross weight of any tandem axle shall not exceed 40,000 lbs.
- This is a calendar year permit, expiring each year on December 31.

Notwithstanding anything contained herein to the contrary, there will be no charge for this permit if the vehicle is the subject of a current valid harvest season or natural forest products annual permit issued by the LADOTD.

D. Agronomical/Horticultural Permit (\$100.00 per year)

Upon application and payment of fees by the owner or operator of any vehicle or combination of vehicles hauling agronomic or horticultural crops in their natural state, have a minimum of 18 wheels, are legal in size and exceed axle group or gross vehicle weights Director of Public Works shall issue a special permit authorizing the vehicle or combination of vehicles to operate on Caddo roadways provided:

- 1-Gross vehicle weight does not exceed 100,000 lbs.
- 2-Steering axle weight does not exceed 12,000 lbs.
- 3-Tandem axle weight does not exceed 48,000 lbs.
- 4-Tridum axle weight does not exceed 60,000 lbs.

This permit shall not supersede any lesser weight limit posted bridge or roadway. This vehicle or combination of vehicles may operate at night during moderate rain and holidays. This permit is a calendar year permit, expiring each year on December 31. Notwithstanding anything contained herein to the contrary, there will be no charge for this permit if the vehicle is the subject of a current valid agronomical/horticultural annual permit issued by the LADOTD.

E. Solid Waste Permit (\$50.00 per year)

Upon application and payment of fees by the owner or operator of any truck fitted with a compactor body which is engaged in the collecting and hauling of solid waste including residential solid waste, agricultural waste, commercial solid waste, construction or demolition debris, garbage, industrial solid waste, trash, white goods, wood waste, and yard trash as defined by the DEQ rules and regulations, the Director of Public Works shall issue a special permit authorizing said single vehicle with tandem axles to operate on Caddo roadways at a total gross weight not to exceed 68,000 lbs provided:

- 1-Steering axle does not exceed 20,000 lbs
- 2-Tandem axles does not exceed 48,000 lbs

Said single vehicle with tridum axles to operate on Caddo roadways at a total gross weight not to exceed 80,000 lbs provided:

- 1- Steering axle does not exceed 20,000 lbs.
- 2- Tridum axle does not exceed 60,000 lbs.

This permit shall not supersede any lesser weight limit posted on a bridge or roadway. Vehicles with a valid solid waste permit are not prohibited from traveling at night, during moderate rain, or on holidays. This is a calendar year permit and expires each year on December 31. Notwithstanding anything contained herein to the contrary, there will be no charge for this permit if the vehicle is the subject of a current valid solid waste annual permit issued by the LADOTD.

F. Oversize Permit (\$250.00)

Upon application and payment of fees, the owner or operator of a vehicle or combination of vehicles shall be issued by the Director of Public Works, a special permit for vehicles and loads which exceed the legal limitations on width, height, or length or projecting loads but not to exceed legal weight limitations. These vehicles and loads may not exceed 90 feet in length, 12 feet in width, 25 feet rear overhang or 14 feet 4 inches in height. If the load being transported does not project beyond the boundaries of the vehicle, and the width and length of the load and vehicle do not exceed legal limitations, then movement will be granted in moderate rain, and holidays. This is a calendar year permit and expires each year on December 31.

In general, oversize and overweight permits are issued only for indivisible vehicles and loads. Indivisible vehicles loads are those which cannot be easily divided or broken down or dismantled to conform to the legal weight limitations or by being in their natural state may be hauled in greater bulk due to its vital and exceptional economic necessity. No type of permit issued by Caddo Parish shall supersede any lesser weight limit posted on a bridge or roadway. The traveling configuration of each piece of equipment will be subject to the initial approval of the Director of Public Works. The proposed route for each permit will be subject to the approval of Caddo Parish relative to the operation of the Caddo maintained roadway system. Restrictions will be specified on each permit; failure to comply with any of these conditions will result in a penalty being assessed. If any owner or operator of a vehicle or combination of vehicles fails to follow the adopted policies, procedures (falsify dimensions/weights to circumvent, restrictions, and/or conditions) they shall be fined. Continued disregard of the policies and procedures set forth by Caddo Parish will result in their being denied permits to move, or a temporary restraining order applied for by Caddo Parish restricting said owner/operator from operating on roadways maintained by Caddo. Notwithstanding anything contained herein to the contrary, there will be no charge for this permit if the vehicle is the subject of a current valid oversize annual permit issued by the LADOTD.

G. Oversize Special Permit (\$10.00 per movement)

Upon application and payment of fees, an owner or driver of a vehicle or combination of vehicles may be issued a special oversize permit to allow the envelope vehicle to exceed the legal limits set forth in Section 14-112, 14-113 and 14-114 at a cost of \$10.00 per movement. All conditions of the movement of these loads shall be prescribed by the Director of Public Works. These permits will be valid for the number of days that are requested (at \$10.00 a day). Movement shall be restricted to daylight hours (the period of time from 30 minutes after sunrise until 30 minutes before sunset). All regulations concerning the flagging and marking of load that exceed legal dimensions as set forth by Caddo Parish (the industry standard) shall be applied.

Section 14-120. OVERWEIGHT PERMIT PROCEDURES

Maximum Permit Weights Allowed

A. Off Road Equipment.

- (1) Each Single axle 30,000 lbs
- (2) Each Tandem axle 60,000 lbs-Any vehicle with a tandem axle weighing over 48,000 lbs must have removed all counterweights, footing plates, spreader bars and other easily removable components.
- (3) Each Tridum axle 66,000 lbs-Any vehicle with a tridum axle weighing over 60,000 lbs

must have removed all counterweights, footing plates, spreader bars and other easily removable components. The maximum gross weight that will be permitted for off road equipment is 212,000 lbs.

B. All Other Vehicles

- (1) Each Single Axle
 - 1-24,000 lbs if the gross vehicle weight is 120,000 lbs or less
 - 2-20,000 lbs if the gross weight exceeds 120,000 lbs.
- (2) Each Tandem axle group
 - 1-48,000 lbs if the gross vehicle weight is 120,000 lbs or less
 - 2-40,000 lbs if the gross weight exceeds 120,000 lbs.
 - 3-45,000 if the gross weight exceeds 120,000 lbs and the spread between the axle groups is a minimum of 12 feet and the spread between tires in a group is a minimum of 4 feet.
 - 4-54,000 lbs if it is a set of trunion axles with a minimum of 16 tires
- (3) Each Tridum axle group 60,000 lbs.
- (4) Each Quadrum axle group 80,000 lbs.
- (5) Each 5 axle group 100,000 lbs.

When the gross weight exceeds 254,000 lbs, permit request will require detailed information. Inquiries should be directed to Caddo Parish well in advance of the movement (generally 2 weeks). Loads exceeding 254,000 lbs may require analysis from an independent engineering firm and additional time should be allowed for that analysis. The permittee shall incur any analysis expenses.

Overweight Permit Fee Schedule

Gross Weight In pounds	Distance in miles	
	50	100
80,000-100,000	\$30	\$45
100,100-108,000	\$50	\$95
108,100-120,000	\$70	\$130
120,001-132,000	\$90	\$170
132,001-152,000	\$120	\$225
152,001-172,000	\$155	\$295
172,001-142,000	\$140	\$365
142,000-212,000	\$225	\$435
212,001-232,000	\$260	\$505
232,000-254,000	\$295	\$575

Over 254,000:

1-\$10.00-plus \$0.50 per ton-mile in excess of 80,000 lbs, plus a fee for structural evaluation based on the following schedule:

- (1) \$125.00 for evaluation of treated timber, concrete slab, and precast concrete slab bridges
- (2) \$850.00 for evaluation of truss, continuous span bridges
- (3) \$500.00 for all other structures

All special permits are non refundable. Once the permits are issued they will not be rescinded. A special permit may be revised due to inclement weather or mechanical breakdown. Each revision will be taken on a case-by-case basis.

C. Escorts.

Law Enforcement escorts are required for all vehicles and loads:

- (1) Over 16 feet wide
- (2) Over 125 feet long

Law enforcement escorts are required when specific areas may require a city or parish escort and /or permit. Contact with parish law enforcement authorities is the responsibility of the hauler for possible requirements or restrictions.

Private Escorts are required for all vehicles and loads:

- (1) Over 12 feet wide
- (2) Over 90 feet long
- (a) An oversize and/or overweight permit is required for each escort movement. The driver(s) of the escort vehicle shall make certain a permit has been issued and shall familiarize themselves with and abide by requirements of the issued permit.
- (b) The escorting vehicle shall be registered according with state law.
- © At no time may an escort pull a trailer, tow another vehicle, or carry a load.
- (d) Each driver of an escort vehicle must have a valid driver's license issued by a state or territory of the US.
- (e) The driver of an escort vehicle must be able to read and understand this directive.
- (f) The driver of an escort vehicle is responsible for the movement and shall ensure the vehicle is operated in a manner consistent with these provisions and all provisions of the permit. In the event, the driver of the escorted vehicle does not or refuses to operate in accordance with these stipulations, the driver of the escort vehicle shall terminate the movement and report this action to the proper company officials or local police authority or Caddo Parish.
- (g) It shall be the responsibility of the driver of the escort vehicle to operate as a warning vehicle only. The driver shall not run traffic lights, fail to stop at stop signs, improperly pass, etc. His authorization to warn motorists of danger shall not imply the vehicle is or should be used as a police and/or emergency vehicle.
- (h) Escorts and flagman (when required) engaged in escorting loads on the roadways of Caddo shall present a neat appearance and shall be courteous in their contact with the motoring public at all times.
- (i) All costs incidental to escorts shall be borne by the escorter or permittee.
- (j) The equipment required on escort vehicles shall be available for inspection at all times and be available for inspection on demand by Caddo Parish.
- (k) Payment of escort service shall be determined by the escorter and permittee.
- (l) Escorts must be furnished for all movements in excess of 12 feet in width or in excess of 90 feet in length and for any other movement so designated by the Caddo Parish.
- (m) In the event a law enforcement escort is required, the permittee shall pay the escort fee.
- (n) The owner and /or operator of the escort vehicle agrees to hold harmless Caddo Parish and its agents and employees against any action for personal injury or property damage sustained by reason of the authority to escort an oversize load.
- (o) The Director of Public Works will determine that proper escort procedures are complied with and shall have full authority to enforce all provisions of the permits and escort regulations. The authority to revoke permits and terminate the movement shall rest with Caddo Parish.

D. Equipment Required for Proper Escort Vehicle

- (a) The escort vehicle shall display an approved 360-degree "Emergency warning lamp". It may be a bar, strobe, revolving and stationary lamp. It shall be amber in color.
- (b) There shall be 2 solid red/fluorescent orange flags, 18 inches square, mounted at a 45-degree angle atop the escort vehicle. These flags are not to extend more than 6 inches on either side of the vehicle and in no event shall exceed 8 feet 0 inches in width. These flags shall be mounted in line with the warning lamp(s).
- © The escort vehicle must have the name and address or telephone number and the city and state of the company/owner of the escort vehicle on each front door of the vehicle,

plainly legible and visible to the motoring public. Well-known company logos are acceptable.

- (d) The escorting vehicle shall be equipped with 2 rear view mirrors, one on each side, so as to provide vision to the rear to ensure movement is progressing safely.
- (e) Headlights and rear lights on the escort vehicle shall be lighted during movement.
- (f) The escort vehicle and the towing vehicle shall be equipped with radios such that communication between vehicles is possible. The escort vehicle will be responsible for advising the towing vehicle of any conditions arising that may require cautionary action such as reducing speed, pulling off roadway, etc.
- (g) The escorting vehicle shall be equipped with and have readily accessible a 10 lb BC dry or equivalent chemical type fire extinguisher, four 15-minute burning flares and 2 red/fluorescent orange hand held flags. It must also have available 4 additional red/fluorescent flags that are 18 inches square and 2 (2) signs with the wording "OVERSIZE LOAD". These signs must be 18 inches high and 7 feet in length. The lettering must be black on a yellow background and is to be 10 inches high with a 1-½ inch brushstroke.
- (h) For all over height loads it is strongly recommended that a clearance bar/pole of some design be attached to the escort vehicle to warn of clearance problems of the load being escorted.

E. Escorting procedures.

- (a) Speed limit for the escort load is determined by the Caddo Parish, and in any event shall not exceed 50 mph.
- (b) Movement shall be made on only those roadways designated on the permit. Alternate routes shall not be used unless approved by the Caddo Parish.
- © Movement shall be made only on dates and/or hours during times shown on the permit. No movement shall be made during the hours of darkness unless prior approval is obtained from the Caddo Parish.
- (d) An escorted movement approaching any bridge structure, which cannot be traversed safely because of an inability to distinguish potential hazards by sight, shall be parked (off the roadway where possible) and the escort vehicle shall proceed across said bridge (hill or incline). Adequate time shall be allotted to allow escort to stop oncoming traffic before the oversize movement traverse said bridge, hill, or incline.
- (e) Escorted vehicles will not impede the normal flow of traffic whenever possible. Whenever vehicular traffic to the rear becomes congested, it is required that the escort causes the movement to be halted onto the shoulder or safe location. The movement shall remain off the main traveled portion of the roadway until traffic has cleared. Movement may continue then until congestion reoccurs.
- (f) Movement shall not be made during severe/inclement weather (heavy rain, fog, etc). When the movement is in progress and severe/ inclement weather occurs, it shall be the responsibility of the escort driver to have the vehicle being escorted removed from the travel portion of the roadway to a safe location.
- (g) The operator of the escort vehicle will ensure that the oversize vehicle is not allowed to park on the main-traveled portion of the highway unless absolutely necessary or in case of extreme emergency. Anytime the combination is parked on the shoulder or right of way, flares, flags, flagman, etc shall adequately protect it.
- (h) The escort vehicle shall travel to the rear of the over width movement on multi-lane roadways and in front of the escorted load on two lane roadways. The escort must be behind over-length loads and vehicles.
- (i) The oversize load shall travel as near to the right as is safely possible to insure traffic will be able to pass as safely as possible. The escort and escorted load shall not infringe upon the opposite bound lane whenever possible.
- (j) A single escort may be used to escort 1 or 2 loads that are over length in 1 movement.

- (k) An escort will be required for each over width load exceeding 12 feet in width.
- (l) The escort shall remain a sufficient distance from the movement to warn oncoming/overtaking traffic of the potential danger, but not so far as to hinder control over the movement.
- (m) Violators of these provisions or requirements shall be subject to all penalties provided by the law, including revocation of permit.
- (n) Warning flags are required on vehicles and loads which exceed the legal width or length. Loads will be flagged in accordance with the requirements of Caddo Parish (the industry standard). All four corners of projecting load will be flagged, plus any load extending beyond the four corners of the load. Vehicles and loads exceeding 10 feet in width must display 2 signs with the wording "OVERSIZE LOAD". One sign must be to the front of the vehicle. The other must be on the rear of the load, or if that does not result in an easily read sign, then the sign must be on the rear of the vehicle. If the load exceeds legal length or rear overhang it shall display 2 signs. These signs must be on the sides of the overhanging part of the load or, if that is not possible, then the signs must be on the side of the vehicle. If the load to the rear clears the road surfaces by at least 6 feet then no signs are required. Loads and vehicles exceeding the front-end overhang must display 1 sign with the wording "OVERSIZE LOAD". The sign will be displayed to the front of the vehicle. If the load or vehicle clears the road surface by 6 feet no sign is required. All warning signs must be at least 7 feet long and 18 inches high. The background must be yellow and the lettering black. Letters must be 10 inches high with a 1-1/2 inch brushstroke.
- (o) All vehicle and loads which exceed the legal limitations for width, and length shall, when moving during hours of darkness, be equipped with the required warning lights.

Section 14-121. Penalties.

- A. Whoever owns or drives any vehicle or combination of vehicles in violation of any rule, regulation, directive, or requirement of Caddo Parish adopted pursuant to Section 14-112 through 14-125 shall be assessed a civil penalty of not more than \$175.00 for each initial violation and not more than \$500.00 for subsequent violations, at the discretion of the Director of Public Works.
- B. Except as provided for in Subparagraphs (1), (2) and (4), whoever owns or operates any vehicle or combination of vehicles in violation of any rule, regulation, directive, or requirement of Caddo Parish shall be required to reduce the load to the maximum permissible gross weight and shall be assessed a penalty on such weight which exceeds the permissible gross weight as defined by Caddo Parish or maximum allowable axle weights, whichever results in the higher fine in accordance with the following schedule:

Overweight Pounds	Penalty
1 to 999	\$10.00 minimum
1,000 to 1,999	\$.01 per pound in excess legal limit
2,000 to 2,999	\$.02 per pound in excess legal limit
3,000 to 3,999	\$.03 per pound in excess legal limit
4,000 to 4,999	\$.04 per pound in excess legal limit
5,000 to 5,999	\$.05 per pound in excess legal limit
6,000 to 6,999	\$.06 per pound in excess legal limit
7,000 to 7,999	\$.07 per pound in excess legal limit
8,000 to 8,999	\$.08 per pound in excess legal limit
9,000 to 9,999	\$.09 per pound in excess legal limit
10,000 to 10,999	\$.10 per pound in excess legal limit
11,000 and over	\$.11 per pound in excess legal limit

- (1) Any truck hauling concrete or construction aggregates shall not be assessed a penalty for weight, which exceeds the maximum allowable axle weights, if such truck does not also exceed the maximum permissible gross weight as provided by Caddo Parish.
- (2) Any truck hauling hot mix asphalt which is performing work pursuant to a contract with the state or the governing authority of a parish or municipality shall not be assessed a penalty for weight which exceeds the maximum allowable axle weights, if such truck does not exceed the maximum permissible gross weight as provided by Caddo Parish.
- (3) Any truck fitted with a compactor body which is engaged in the collecting and hauling of solid waste including residential solid waste, agricultural waste, commercial

solid waste, and yard trash as defined by the Department of Environmental Quality, shall not be assessed a penalty for weight which exceeds the maximum allowable axle weights if such truck does not also exceed the maximum permissible gross weight as provided by Caddo Parish. Such truck shall not be assessed a penalty for exceeding its maximum permissible gross weight, as determined by law or pursuant to issuance of a special permit, if the waste is wet and the location from which the waste was collected received measurable precipitation (.25 inches or more), as recorded by the National Weather Service recognized observation stations, within twenty-four hours prior to collection provided the total excess weight is ten percent or less of the trucks maximum permissible gross weight. If the total excess weight is greater than ten percent of the truck's maximum permissible gross weight, as determined by law or pursuant to issuance of a special permit, the assessed penalty shall be calculated only on the excess weight, which is above the ten percent allowance for water weight.

(4) Prior to assessment of a penalty for weight, which exceeds the maximum allowable weights, the owner or operator is authorized to shift the load to reduce or eliminate such excess axle weight penalties as long as no part of the shipment is removed.

(5) A penalty for both failure to possess a required special permit and for operating a vehicle in violation of Caddo Parish arising from the same activity may be issued and shall be cumulative in nature.

(6) Whoever owns or drives a vehicle or combination of vehicles without a proper escort when such escort is required by a special permit shall be assessed a penalty of \$100.00, and the vehicle or combination of vehicles shall be impounded until proper escort is secured by the permittee.

(7) Whoever owns or drives any vehicle or combination of vehicles in violation of any rule, regulation, directive, or requirement of the secretary adopted pursuant to Caddo Parish, or in violation of the terms and conditions of any special permit issued under Caddo Parish shall be assessed a penalty of not less than \$100.00 or more than \$500.00.

(8) Whoever owns or drives a vehicle or combination of vehicles in violation of an overweight special permit shall be assessed a penalty for each pound of gross weight authorized by the special permit weight in accordance with the following schedule and shall increase the permissible gross weight authorized by the special permit if he shall satisfy any special conditions imposed by the Director of Public Works (Annual permits cannot be amended) or otherwise shall reduce his load to the maximum weight allowed under his special permit.

Gross Weight	Pounds Over Permit Penalty
0 to 3,000	.02 a pound
3,001 to 5,000	.03 a pound
5,001 to 10,000	.04 a pound
10,000 and over	.05 a pound + 100.00

(9) Payments and penalties imposed by the Director of Public Works shall be remitted to Caddo Parish.

(10) Upon completion of the proper vehicle inspection report required by the Director of Public Works, a letter shall be sent to the owner/operator of the vehicle advising what if any action shall be taken in regard to that report. The letter will advise of all fines that may have resulted from the report, how they may be paid, and the proper method of appeal.

Section 14-122. Impounding of vehicles; prohibitions.

- A. Upon discovery of any vehicle or combination of vehicles operated in violation of the laws, regulations, rules, or ordinances set forth by Caddo Parish regulating the movement/operation of commercial motor vehicles in the Parish of Caddo, the vehicle or combination of vehicles shall not be impounded but may be directed by the Director of Public Works to the nearest appropriate place suitable for unloading to its licensed gross weight or maximum size and weight requirements as set forth by Caddo Parish and storage of said product to preserve it for its intended use in commerce and in either case shall be detained or unloaded at the expense and responsibility of the owner or driver.

Section 14-123. Authority of Caddo Parish.

A. Caddo Parish as an exercise of its police powers through appropriate law enforcement agencies, shall supervise and regulate all traffic, on all roadways within the Parish roadway system and shall have the authority, in its discretion, to regulate traffic on all roadways within Caddo including city streets, State, US, and Interstate highways.

B. The Commercial Vehicle Enforcement Unit is hereby created. It shall enforce applicable Ordinances adopted by Caddo Parish on all roadways maintained by Caddo Parish. It shall be vested with the authority to direct, control, and regulate all traffic in the Parish of Caddo

C. Upon direction of the Director of Public Works, the Caddo Parish Commercial Vehicle Enforcement Unit may restrict traffic on limited access highways; temporarily reducing the permissible weight of vehicles, which may operate thereon. On specified roadways, when due to, but not limited to, deterioration, abuse, climatic conditions or the making of required repairs, it will be done in accordance with the proper posting of signs at the terminal of said roadways, giving notice of such traffic regulation.

D. The Parish Administrator may delegate in writing to any other parish employee or office of parish government any of the duties and responsibilities of the Director of Public Works as set forth in this Chapter 14.

E. Any person aggrieved by a decision of the Director of Public Works or his designee may appeal same to the Parish Administrator. Any such written approval must be received in the Parish Administrator's office within ten (10) calendar days of the decision complained of being rendered. The Parish Administrator shall render his decision within seven (7) calendar days of receipt of any appeal. His decision shall be final.

Section 14-124. Operator Requirements.

A. No person shall drive or operate any commercial motor vehicle upon any roadway within Caddo Parish unless he has been issued the proper class CDL or Chauffeur's license for the vehicle driven required by the laws of this state.

B. No company/person may allow any person to drive or operate any commercial motor vehicle owned or controlled by them upon the roadways of Caddo parish, unless or until such person has been issued the proper class CDL or Chauffeur's license to do so as required by the laws of this state.

C. No person shall operate any commercial motor vehicle unless he has been medically qualified and can produce proper and valid documentation to prove so. (Such as a medical card or long form).

Section 14-125. Vehicle Requirements.

A. No person shall drive or move, nor cause or knowingly permit any vehicle or combination of vehicles owned or controlled by him to be driven or moved on any roadway of Caddo Parish, at any time which is in an unsafe condition as to endanger any person or property, or which does not contain those parts or is not at all times equipped with such lamps, reflectors, clearance lamps, side marker lamps, head lamps, tail lamps, stop lamps, turn signals, required auxiliary lighting, fire extinguishers, and emergency devices; and a properly operating brake system free of leaks, both visible and audible and adjusted within normal limits pursuant to the accepted industry stands.

B. No person shall drive a commercial motor vehicle upon Caddo Parish roadways unless and until such vehicle or combination of vehicles has obtained a proper motor vehicle inspection certificate(s) and has proper and valid proof of inspection in his possession.

Section 14-126. Obligations of Drivers.

A. No person shall drive or move any vehicle, nor cause or knowingly permit any vehicle owned or controlled by him to be driven or moved, on any roadway in Caddo Parish, when such vehicle is of a size or weight exceeding the limitations set forth herein.

B. No person shall operate, or knowingly permit to be operated on any roadway of Caddo parish, a vehicle or combination of vehicles, which by proper authority has been excluded from said roadway. Notice of such exclusion shall be conspicuously posted at the entrance to such roadway.

C. No person shall fail to or refuse to comply with any lawful order or direction of an officer of the Caddo Parish Commercial Vehicle Enforcement Unit, or interfere with such officer in carrying out his duties.

in Roachcliffe Estates, as recorded under Registry No. 788660 of the Conveyance Records of Caddo Parish, Louisiana, has been received by the Parish of Caddo; and

WHEREAS, the Parish of Caddo has reviewed the request for the revocation of the dedication of North Roach Circle located in Roachcliffe Estates, as recorded under Registry No. 788660 of the Conveyance Records of Caddo Parish, and finds that said North Roach Circle is no longer needed for Parish of Caddo public purposes; and

WHEREAS, the Parish of Caddo has reviewed the request for the revocation of the dedication of North Roach Circle located in Roachcliffe Estates, as recorded under Registry No. 788660 of the Conveyance Records of Caddo Parish, and finds that the revocation of the dedication of North Roach Circle is in the best interest of the Parish of Caddo.

NOW, THEREFORE, BE IT ORDAINED by the Caddo Parish Commission in due, legal and regular session convened, that the dedication of North Roach Circle located in Roachcliffe Estates, as recorded under Registry No. 788660 of the Conveyance Records of Caddo Parish, in the Parish of Caddo be, and the same is hereby, revoked to the extent, and only to the extent, that said dedication was made for the public use for streets; said dedication of North Roach Circle more specifically described as follows:

All that dedication of North Roach Circle as shown on the plat of Roachcliffe Estates, as recorded under Registry No. 788660 of the Conveyance Records of Caddo Parish, Louisiana, and as shown in red hash marks the attached plat marked Exhibit "A".

BE IT FURTHER ORDAINED, that a copy of this ordinance and plat marked Exhibit "A", displaying the dedication of North Roach Circle located in Roachcliffe Estates, as recorded under Registry No. 788660 of the Conveyance Records of Caddo Parish to be revoked shall be filed in the conveyance records of the Parish of Caddo.

BE IT FURTHER ORDAINED, that the property described hereinabove shall revert to the adjoining property owners or their successors, heirs or assigns.

BE IT FURTHER ORDAINED, that if any provision or item of this ordinance or the application thereof is held invalid, such invalidity shall not affect other provisions, items or applications which can be given effect without the invalid provisions, items or applications, and to this end, the provisions of this ordinance are hereby declared severable.

BE IT FURTHER ORDAINED, that this ordinance shall become effective immediately upon its adoption.

BE IT FURTHER ORDAINED, that all ordinances or parts thereof in conflict herewith are hereby repealed.

It was **moved by Mr. Epperson**, seconded by Mr. Pierson, *that Ordinance No. 4973 of 2010, to revoke the dedication of North Roach Circle located in Roachcliffe Estates, be adopted.* That motion carried, as shown by the following roll call vote: AYES: Commissioners Cox, Dominick, Epperson, Escude, Jenkins, Linn, Lynch, McCulloch, Pierson, Smith and Thibodeaux (11). NAYS: None. ABSTAINING: None. ABSENT: Commissioner Baker (1).

ORDINANCE NO. 4974 OF 2010

BY THE CADDO PARISH COMMISSION:

AN ORDINANCE TO RESCIND THE SUBDIVISION OF BEAR BRYANT SUBDIVISION IN THE PARISH OF CADDO, AND TO OTHERWISE PROVIDE WITH RESPECT THERETO (DISTRICT 11)

WHEREAS, a request to rescind the subdivision of Bear Bryant Subdivision has been received by the Parish of Caddo; and

WHEREAS, the Parish of Caddo has reviewed the request to rescind the subdivision of Bear Bryant Subdivision and finds that the rescission of the subdivision of Bear Bryant Subdivision is in the best interest of the Parish of Caddo.

NOW, THEREFORE, BE IT ORDAINED by the Caddo Parish Commission in due, legal and regular session convened, that the subdivision of Bear Bryant Subdivision in the Parish of Caddo be, and the same is hereby, rescinded, said subdivision of Bear Bryant Subdivision more specifically described as follows:

Bear Bryant Subdivision, being a subdivision located in Section 7, Township 15 North, Range 15 West, as per plat recorded in Book 5050, Pages 314 & 315, of the Conveyance Records of Caddo Parish, Louisiana, said plat attached hereto and marked Exhibit "A".

BE IT FURTHER ORDAINED, that a copy of this ordinance and plat marked Exhibit "A", displaying the subdivision of Bear Bryant Subdivision to be rescinded shall be filed in the conveyance records of the Parish of Caddo.

BE IT FURTHER ORDAINED, that if any provision or item of this ordinance or the application thereof is held invalid, such invalidity shall not affect other provisions, items or applications which can be given effect without the invalid provisions, items or applications, and to this end, the provisions of this ordinance are hereby declared severable.

BE IT FURTHER ORDAINED, that this ordinance shall become effective upon its adoption.

BE IT FURTHER ORDAINED, that all ordinances or parts thereof in conflict herewith are hereby repealed.

It was **moved by Mr. Smith**, seconded by Mr. Epperson, *that Ordinance No. 4974 of 2010, to rescind the subdivision of Bear Bryant Subdivision, be adopted.* That motion carried, as shown by the following roll call vote: AYES: Commissioners Cox, Dominick, Epperson, Escude, Jenkins, Linn, Lynch, McCulloch, Pierson, Smith and Thibodeaux (11). NAYS: None. ABSTAINING: None. ABSENT: Commissioner Baker (1).

ZONING ORDINANCES: (For introduction)

- ZONING CASE APPEAL P-18-09 in regard to Ordinance No. 4975 of 2010 (3500 Block of Meriwether Road) property located on the south westerly side of Meriwether Road, 1040 feet south of Denny Drive, BRIAN ELTON BAILEY APPLICANT/APPELLANT.
Request to rezone property located on the south westerly side of Meriwether Road, 1040 feet south of Denny Drive, **from** R-A, Residence-Agriculture District **to** R-MHP, Residence Mobile Home Park District, for a proposed mobile home park or other uses within the zoning classification.
THIS CASE WAS REMANDED BACK TO METROPOLITAN PLANNING COMMISSION ON JANUARY 21, 2010. THERE WILL BE A PUBLIC HEARING ON THIS ZONING CASE APPEAL APRIL 22, 2010
- ZONING CASE P-1-10 in regard to Ordinance No. 4976 of 2010, (10400 Wallace Lake Road) property located on the east side of Wallace Lake Road at its end, THOMAS WAYNE MOORE, APPLICANT.
Request to rezone property located on the east side of Wallace Lake Road at its end **from** R-A, Residence-Agricultural District, **to** R-A-E, Residence-Agricultural/Extended Use District, for proposed new and used utility trailer sales or other uses within this zoning classification.
THERE WILL BE A PUBLIC HEARING ON THIS ZONING CASE APRIL 22, 2010

ORDINANCES: (For introduction, by title)

- Ordinance No. 4977 of 2010, declaring certain adjudicated properties to be surplus and authorizing the Parish Administrator to sell the Parish's tax interest therein

WORK SESSION MINUTES: APRIL 1, 2010

It was **moved by Mr. Epperson**, seconded by Mr. Dominick, *that the Work Session Minutes of April 1, 2010, be ratified.* Motion carried.

RESOLUTION NO. 25 OF 2010

BY THE CADDO PARISH COMMISSION:

A RESOLUTION URGING AND REQUESTING THE GOVERNOR OF THE STATE OF LOUISIANA AND LOUISIANA LEGISLATURE TO PASS AND SIGN INTO LAW THE CAPITAL OUTLAY BILL THAT INCLUDES FULL FUNDING FOR SECTION E OF INTERSTATE 49 IN THE 2011 STATE BUDGET, AND OTHERWISE PROVIDING WITH RESPECT THERETO.

WHEREAS, with the construction of Section E of Interstate 49 through Caddo Parish, Interstate 49 will be complete from the Arkansas border to its intersection with Highway 1 leading into Shreveport; and

WHEREAS, the construction of said Section E is estimated to cost \$51 million dollars; and

WHEREAS, Louisiana Governor Bobby Jindal and the Louisiana Legislature have made the completion of Interstate 49 from the Arkansas border to Shreveport a top priority and have continued to provide funding to make this a reality.

NOW, THEREFORE, BE IT RESOLVED by the Caddo Parish Commission in due, regular and legal session convened, that the Caddo Parish Commission does hereby respectfully request that Bobby Jindal, Governor of the State of Louisiana, and the Louisiana legislature pass and sign into law the full funding in the fiscal year 2011 capital outlay bill for Section E of Interstate 49, currently estimated to be \$51 million dollars, preferably through Priority 1 Cash to the maximum extent possible, so that this critical project can be completed in the shortest possible time.

BE IT FURTHER RESOLVED that copies of this resolution be provided to Louisiana Governor Bobby Jindal and the Caddo Parish legislative delegation.

BE IT FURTHER RESOLVED that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions, items or applications which can be given effect without the invalid provisions, items or applications, and to this end, the provisions of this resolution are hereby declared severable.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

BE IT FURTHER RESOLVED that all resolutions or parts thereof in conflict herewith are hereby repealed.

It was **moved by Ms. Lynch**, seconded by Mr. Cox, *that Resolution No. 25 of 2010, urging and requesting the Governor of the State of Louisiana and the Louisiana Legislature to include full funding for Section E of Interstate I-49, in the 2011 State budget, be adopted. That motion carried*, as shown by the following roll call vote: AYES: Commissioners Cox, Dominick, Epperson, Jenkins, Linn, Lynch, McCulloch, Pierson, Smith and Thibodeaux (10). NAYS: Commissioner Escude (1). ABSTAINING: None. ABSENT: Commissioner Baker (1).

RESOLUTION NO. 26 OF 2010

BY THE CADDO PARISH COMMISSION:

A RESOLUTION TO AUTHORIZE THE PARISH ADMINISTRATOR TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH THE CADDO PARISH SHERIFF'S OFFICE CONCERNING COMMISSIONING EMPLOYEES OF THE COMMERCIAL VEHICLE ENFORCEMENT UNIT TO PERFORM LAW ENFORCEMENT DUTIES, AND TO OTHERWISE PROVIDE WITH RESPECT THERETO.

WHEREAS, through the adoption of Ordinance No. 4967 of 2010 Caddo Parish has created a Commercial Vehicle Enforcement Unit and vested it with the responsibility of enforcing Caddo Parish Ordinances applicable to use of all roadways maintained by Caddo Parish; and

WHEREAS, Section 14-121 of Ordinance No. 4967 of 2010 imposes civil penalties for violations of said ordinance; and

WHEREAS, in order to provide for effective enforcement of Ordinance No. 4967 of 2010 and other applicable Caddo Parish ordinances the Parish desires to enter into an agreement with the Caddo Parish Sheriff's Office for it to commission all POST certified employees of the Caddo Commercial Vehicle Enforcement Unit to perform law enforcement duties.

NOW, THEREFORE, BE IT RESOLVED by the Caddo Parish Commission in due, regular and legal session convened that the Caddo Parish Commission does hereby authorize the Parish Administrator and Chief Executive Officer to sign, for and on behalf of the Parish of Caddo, an Intergovernmental Agreement with the Caddo Parish Sheriff's Office concerning commissioning staff of the Caddo Commercial Vehicle Enforcement Unit to perform law enforcement duties.

BE IT FURTHER RESOLVED that the Caddo Parish Administrator or his designee shall be authorized to do any and all things necessary to implement, maintain and/or review all documents, and to execute any and all documents in a form acceptable to the Caddo Parish Attorney necessary to

effectuate the purposes set forth herein.

BE IT FURTHER RESOLVED that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions, items or applications which can be given effect without the invalid provisions, items or applications, and to this end, the provisions of this resolution are hereby declared severable.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

BE IT FURTHER RESOLVED that all resolutions or parts thereof in conflict herewith are hereby repealed.

It was **moved by Mr. Smith**, seconded by Mr. Dominick, that Resolution No. 26 of 2010, to authorize the Parish Administrator to execute an intergovernmental agreement with the Caddo Parish Sheriff's Office concerning commissioning employees of the commercial vehicle enforcement unit to perform law enforcement duties, be adopted. That motion carried, as shown by the following roll call vote: AYES: Commissioners Cox, Dominick, Epperson, Escude, Jenkins, Linn, Lynch, McCulloch, Pierson, Smith and Thibodeaux (11). NAYS: None. ABSTAINING: None. ABSENT: Commissioner Baker (1).

It was **moved by Mr. Pierson**, seconded by Mr. Epperson, *that Resolution No. 27 of 2010, urging and requesting the State Legislative Delegation representing the Shreveport-Bossier area to introduce and work for the adoption of legislation during the 2010 Legislative Session to provide a portion of the hotel motel occupancy tax to the Shreveport Regional Sports Authority, be delayed.*

Mr. Pierson stated that he wishes to delay this resolution to provide time to achieve more communication with the legislative delegation in Baton Rouge. He said he believes that this is something that needs to be done; the Sports Authority has to have funding from financial revenues that it helps to generate. The financial revenues from the hotel-motel tax are directly proportional to some of the activities the Sports Authority has been able to stage and promote.

He said that the Sports Authority needs to be self-sufficient. It is embarrassing, he said, that there are issues between two agencies to the extent that Shreveport, Bossier, and Bossier and Caddo Parishes can find themselves losers. To even have to suggest that some of the room tax revenues should be shared is not something he wanted to have to do, he said. He said he will be glad to discuss his reasoning on this matter with anyone who wishes to contact him.

Mr. Thibodeaux said he is also disappointed about this situation. When the Sports Authority was first formed the City of Shreveport had agreed to provide a portion of its funding, but they were never provided any long-term revenue sources. He said he is not certain he would agree with taking that amount of money from the Tourist Bureau, but he would like to see the two agencies get together and resolve the issue. The Sports Authority definitely needs to have some permanent financing, but the whole Parish might be better served by the two entities arriving at an agreement on how current funds should be spent.

Ms. Lynch agreed, stating that it is an unfortunate state when political bodies have to get involved in resolving conflicts between two public agencies. She said she is hopeful the two will go back to the table in the near future and hammer out some kind of agreement.

Mr. Pierson said that creation of the Sports Authority was a political move by the City, and intended to be the sports arm of a large economic development effort for the City. It has since taken on a momentum of its own, and it was supposed to have shared in the financial fruits of its success. That has not happened, he said.

Mr. Pierson pointed out that the money generated through the hotel-motel tax is the only thing that provides a means for visitors to participate in the support of the organization in a manner directly proportional to the scope of the activity. When visitors come to this area for a Bassmaster Classic or a football game or any other sports venue, they stay in the local hotels, so a portion of that money should in some way go back to the entity that created that infusion of dollars brought by the visitors. It is not an effort to take anything, but rather an effort to rightly allocate funds.

He said he wishes that these two agencies could be able to resolve this matter among themselves, but he does not believe that they will.

At this time Mr. Pierson's motion to delay carried.

RESOLUTION NO. 28 OF 2010

BY THE CADDO PARISH COMMISSION:

A RESOLUTION IN SUPPORT OF AN APPLICATION FOR FUNDING THROUGH FHWA RECREATIONAL TRAILS GRANT PROGRAM FOR EARL G. WILLIAMSON PARK TRAIL, AND OTHERWISE PROVIDING WITH RESPECT THERETO.

WHEREAS, the U.S. Department of Transportation's Federal Highway Administration (FHWA) provides funds to the States through the Recreational Trails Program (RTP) for grants to state, local government agencies, non-profit organizations and commercial entities to acquire, develop and/or maintain motorized and non-motorized trails; and

WHEREAS, the Louisiana Recreational Trails Program has been delegated the responsibility for the administration of the program within the state and setting up necessary procedures governing project application under the program; and

WHEREAS, these regulations require an application to have a resolution of support from the local governmental body of the jurisdiction in which the proposed project is located.

NOW, THEREFORE, BE IT RESOLVED by the Caddo Parish Commission in due, regular and legal session convened, that the Caddo Parish Commission does hereby endorse and support an application in the amount of \$80,000 to the Louisiana Recreational Trails Grant Program for the Earl G. Williamson Park Trail project.

BE IT FURTHER RESOLVED that if said grant application is funded the Caddo Parish Commission will appropriate sufficient funds to build, operate and maintain the project.

BE IT FURTHER RESOLVED that the Parish Administrator and Chief Executive Officer or his designated representative for the Parish of Caddo is hereby authorized to execute any and all documents pertaining to the grant application.

BE IT FURTHER RESOLVED that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions, items or applications which can be given effect without the invalid provisions, items or applications, and to this end, the provisions of this resolution are hereby declared severable.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

BE IT FURTHER RESOLVED that all resolutions or parts thereof in conflict herewith are hereby repealed.

It was **moved by Mr. Dominick**, seconded by Mr. Thibodeaux, *that Resolution No. 28 of 2010, supporting an application for funding through FHWA Recreational Trails Grant Program for Earl G. Williamson Park Trail, be adopted.* That motion carried, as shown by the following roll call vote: AYES: Commissioners Cox, Dominick, Epperson, Escude, Jenkins, Linn, Lynch, McCulloch, Pierson, Smith and Thibodeaux (11). NAYS: None. ABSTAINING: None. ABSENT: Commissioner Baker (1).

NEW BUSINESS

It was **moved by Mr. Linn**, seconded by Mr. Cox, *that Mr. Alan Berry be reappointed to the Zoning Board of Appeals, term to expire April 10, 2015; effective immediately.* Motion carried.

It was **moved by Mrs. McCulloch**, seconded by Mr. Dominick, *that Mr. Curtis Davis be appointed to the Board of Pinehill Waterworks District No. 8, to fill the unexpired term (May 20, 2012) of Mr. Thomas Awagu, who has resigned; effective immediately.* Motion carried.

It was **moved by Mr. Dominick**, seconded by Mr. Smith, *that Mr. Thomas Michael Irving be appointed to the Caddo Parish Communications District No. 1 Board to fill the unexpired term (August 25, 2012) of Mr. Marty Wooldridge, who has resigned; effective immediately.* Motion carried.

It was **moved by Mr. Linn**, seconded by Mr. Pierson, *that the following members be appointed to the Caddo Parish Children and Youth Services Planning Board for the term beginning March, 2009 and continuing until March, 2011:*

Membership Category	Current Appointee	Recommended Appointee
Education	Dr. Gerald Dawkins	The Superintendent of Caddo Parish Schools or his/her designee

	Dr. Ray Belton	The Chancellor of Southern University at Shreveport or his/her designee
	Dr. Gloria Raines Vice Chancellor for Student Affairs, LSUS	The Chancellor for LSUS or his/her designee
Criminal Justice	Lt. Sam Hall Caddo Parish Sheriff's Dept South Patrol Commander	Caddo Parish Sheriff or his/her designee
	Lt. Dennis Pratt Community	Shreveport Chief of Police or his/her designee
	Kristen Bernard Chief Juvenile Public Defender	Chief Public Defender for Caddo Parish or his/her designee
	Lisa Ryder Assistant DA for Juveniles	The District Attorney for Caddo Parish or his/her designee
	Edwin Scott Director of Juvenile Justice Services for Caddo Parish	Director of Juvenile Justice Services for Caddo Parish or his/her designee
	Kristi Martin Regional Director for the Office of Juvenile Justice Services (retired)	Regional Director for the Office of Juvenile Justice Services or his/her designee
	Honorable Justice Shonda Stone Juvenile Court of Caddo Parish	Chief Justice for the Juvenile Court of Caddo Parish or his/her designee
Social Services	Denise Faire Director of Regional Office of Community Services	Director of Regional office of Social Services or her/his designee
Health Care Community	Pamela McPherson, MD	Pamela McPherson, MD
	Wendy Goad Director of Children's Services for Region VII Office of Mental Health	Director of Children's Services for Region VII or her/his designee
	Rebecca Thomas Region VII Director OCDD	Director of OCDD for Region VII or her/his designee
		Director of the Office of Public Health for Region VII or his/her designee
		Director of Goodwill Industries or his/her designee
Faith-Based Community	Karen Bell Administrative Assistant, Administration Caddo Parish	Karen Bell Administrative Assistant, Administration Caddo Parish
Faith-Based Community		Reverend Aaron Dobyne Evergreen Baptist Church 222-9134
Business and Labor	Fletcher Thorne-Thomsen	Fletcher Thorne-Thomsen
Other Groups & Organizations	Shonda Houston Volunteers for Youth Justice	Director of Volunteers for Youth Justice or his/her designee
	Kathie Boyett Learning and Finish Coordinator	Designee for Alliance for Education
	Lola Boone-Shuttleworth 4H Louisiana Ag Center	Director of 4H or his/her designee
	Vincent Perez	Vincent Perez Director of Gems and Gents or his/her designee
	Curtis Hooks OJJDP Board Rep for NW LA CLH3502@bellsouth.net	Director of OJJDP Board Rep for NW LA or his/her designee
	Janie Richardson Founder of Women's Philanthropy Network	

At this time Commissioner McCulloch announced that in honor and respect to this body she wished to make the first public announcement of the fact that she will be seeking the District A Shreveport City Council seat in the fall election.

There being no further business to come before the Commission, the meeting was adjourned at 4:20 p.m.

John Escude
President

Jerry C. Spears
Commission Clerk