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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, December 19, 2025 (9:00 AM)

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

Members' Present

Mrs. Erica Bryant – Caddo Parish – Chair
Mr. Bruce Blanton – Webster Parish – Vice Chair
Mayor Tom Arceneaux – City of Shreveport
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Alan Clarke – MPC City of Shreveport
Mr. David North – LaDOTD District 04
Dr. Ken Ward – Bossier Parish
Mr. Dinero' Washington – SporTran

Members Absent

Mayor Tommy Chandler – City of Bossier City
Mr. Eric England – Port of Caddo-Bossier
Mr. Michael Norton – DeSoto Parish

Others Present

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

Call to Order

Mrs. Bryant called the meeting to order. She stated that we generally have the invocation, roll call and a pledge at the beginning of the meeting. Mrs. Bryant asked Mayor Arceneaux to lead us in prayer and Dr. Ward to lead us on the pledge. She stated if those that cared to join them to please stand. Mayor Arceneaux led us in prayer followed by Dr. Ward leading us in the pledge. Mrs. Bryant asked Mr. Rogers to begin roll call. Mr. Rogers called roll. A quorum was present.

Recognition of Alan Clarke - Resolution in Recognition of Alan Clarke

Mr. Rogers said that they had a special resolution today for Mr. Alan Clarke. He stated that Mr. Clarke had been with them for many years in many different capacities and if they didn't mind, he was going to read the resolution. *(Please see the Resolution in Recognition of Alan Clarke attached below)*

Mr. Clarke said that it's been an honor to serve on this committee and he's served with some incredible people. He's learned so much from all the incredible people that have been on this committee. Mr. Clarke said that they have a whole lot more to do and there's a whole lot more accomplishments that may be made. At the last meeting he shared with Mr. Mitchell that they may never agree, but he didn't go into the depth of what he was talking about. He feels like something needs to be completed in Northwest Louisiana at this time. Mr. Clarke said he knows that African American neighborhoods bore the brunt of the interstate system. There's nothing that ever reconnects the neighborhood that interstate highways split. He is profoundly behind the fact that the inner-city connector has to be done and has to be completed. He had hoped Mayor Arceneaux and Mr. Rogers would be there to see that final decision, but he will be looking at them from afar and hoping they continue to do all the positive things that they do and bring these parishes together. Mr. Clarke said, "Thank you so much and Merry Christmas".

Mrs. Bryant said, "Thank you, Mr. Clarke and it has been an honor and a pleasure to serve with you". She wished him the best in his retirement and said that they would be inviting him to that inner-city connector meeting.

Mr. Rogers said that before they begin, he'd like to recognize a few people that are in the audience. As there is an agenda item at the end for the certification review, this week we've had in our office Ms. Laura Phillips and Ms. Mary Stringfellow from FHWA, Ms. Michelle Bloomer from FTA, Ms. Tina Athalone from DOTD Public Transit section, Ms. Dawn Sholmire and Ms. Sarah Moss from DOTD Planning. Mr. Rogers said they had some wonderful conversations and felt that it was very productive.

Public Comments

Mrs. Bryant asked if there were any public comments. Mr. Chevallier stated they had received two public comments and asked if there was anyone who wishes to make a public comment and has not yet turned in a public comment card to please bring it up to the front while the first couple are handled. Mr. Chevallier stated that and as always, please try to keep their comment for around three minutes.

Mr. Kim Mitchell said, "Thank you", and congratulated Mr. Clarke on his retirement and wonderful career. Mr. Mitchell said that first he had a question and Mr. Rogers was addressing it and he guesses it belongs to the Federal Highway folks. In the past, they've had an opportunity as citizens to talk to the FHWA representatives about NLCOG. He doesn't know that he's seen that meeting announced and it has been previously. Mr. Mitchell said that he hopes there will be a public meeting that will allow comments.

Mr. Mitchell said that the most important reason that he's there today, he would like to introduce them to someone that they've had the pleasure of working with for Allendale Strong, Mr. Kevin Shen. Mr. Shen is a Transportation Policy Analyst for the Union of Concerned Scientists. He was at a conference in New Orleans for the American Geophysical Science Union, which is the largest conference of its type in the country, and Mr. Shen took time to drive up to Shreveport to see his colleagues. Mr. Shen brought them into co-authoring a report that he led called Freedom to Move – Investing in Transportation Choices for a clean and prosperous just future. Mr. Mitchell said the content of that report would be very important for them to understand. When the Mayor talks about the future, here they have the Union of Concerned Scientists, that is really looking at the future and possibilities for a more prosperous future. Mr. Mitchell said that that was his public comment to introduce Mr. Kevin Shen.

Mr. Rogers stated to let the record reflect that Mrs. Askew-Brown is present.

Mr. Chevallier stated that the next comment card they received was from Mr. Shen.

Mr. Kevin Shen said, “Thank you so much”. *(Please see Mr. Shen’s attached comment below)*

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Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes for the November 21, 2025, meeting. Dr. Ward motioned, and Mr. Clarke seconded to approve the minutes as provided. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP)

- Amendments and Modifications

Mr. Rogers stated the only TIP amendment they have at this time is an introduction for public comment. This is a transfer from STP-Flex funds to the FTA side. This will mirror a transfer they had made earlier in the year for the STP>200k fund that was previously approved by the MPO to allow SporTran the ability to procure replacement buses. Mr. Rogers said that this is the only TIP item they have at this time.

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

3. Congestion Management Process – Adoption of the 2025 CMP Plan Update

Mr. Rogers stated that next on the agenda was the Adoption of the 2025 CMP Plan Update. He said that they’ve given them a brief overview a couple of times already for the plan and the project, but again, this is a requirement from the FEDS on the Performance Management Process that they’ve put in place.

Mr. Rogers said that they’ve done quite a bit of outreach with it and one of those being the online survey for the public. They were able to pinpoint where the congestion issues/concerns were happening. Mr. Rogers said they were able to overlay that with their Streetlight data and other data sources. They were then able to identify those with high corridors. *(Please see attached slides below to view the presentation which included examples Mr. Rogers showed during meeting that came from the acquired data.)*

Mr. Rogers stated that as they heard at the last meeting, Mr. Mitchell made comments and also sent in a written version of those comments to be included within the plan. Just briefly adding, continuing with the strategy of the through traffic and truck driving as it has been during the I-20 construction utilizing I-220. Mr. Rogers said that that’s a decision between the department and the state as their control for those.

There’s been some questions in terms of the modeling and their modeling efforts. Mr. Rogers said their model is being updated and reviewed in compliance with the federal standards through their plan update process.

Mr. Rogers said again with the King’s Highway corridor. That corridor is utilizing a complete street type look and road diet and not just a flagging project in the area. Those were the only public comments they received along with a few technical things here and there from the technical members, but nothing else of sustenance. With that, they’re open for adoption.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Adoption of the 2025 Congestion Management Process Plan. Mr. Washington motioned, and Mrs. Askew-Brown seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

Project Updates

4. I-49 Inner City Connector

Mr. Rogers said the next item on the agenda is the I-49 Inner City Connector. Ms. Oriol, from Providence, will be conducting the presentation. ***(Please see attached slides below for the presentation)***

Mr. North asked if the Draft EIS was supposed to be finished by the end of September.

Mrs. Oriol said, "End of September/October".

Mr. North said, "Subsequent to that".

Mrs. Oriol replied, "Shutdown happened October 1, 2025. They didn't have their consulting meetings on the books until October".

Mr. North asked if there was anything that could be done to speed up the process.

Mrs. Oriol said that she wasn't sure right now. DOTD is working really diligently to get the mitigation together and the fact that they got those groups together to meet before Christmas was the best thing that could've happened for this project. She honestly wasn't holding out hope that it would occur because everyone was off. They had a lot of work to catch up on and things to do. The fact that they know how important this project is and took time to meet was huge. Mrs. Oriol said she knows they're all committed to responding as quickly as they get the information. She knows that Kerry with DOTD is going to that mitigation to them as quickly as possible. They're hoping they get something back in January and if they do they can get the draft out the end of January.

5. FHWA – FTA MPO Certification Review

Mr. Rogers said the next item on the agenda is the Shreveport-Bossier City Metropolitan Planning Organization Certification Review. Mrs. Laura Phillips will be leading this presentation.

Mrs. Phillips said she was happy to be there today to speak to them about the Certification Review process. The purpose of this meeting is to introduce the planning process and a little refresher about what it's about and to request comments from the board or the public. ***(Please see Mrs. Phillips attached presentation slides below).***

The process of this review starts with a desk audit. They review documents that the MPO produces and think about the experiences they've had with the MPO over the prior years. Mrs. Phillips said that next they do a site visit which is what they did this week. They sat down with the MPO staff and discussed all the planning work that they perform. They also seek public comment which is where they are right now in the process. After this is concluded they will go back to their desk and write up the final report which will be published and available for review. That report, the outcome, will either certify the planning process that's happening here, or if they find something in that planning process that doesn't meet US code or the code for federal regulations, they may provide a corrective action, and it could be certified subject to the MPO addressing those corrective actions. Mrs. Phillips said or it could not be certified. Those are the possible outcomes.

The planning process in which they are reviewing is the process by which transportation decisions involving federal funds are made. The process by which projects are selected and prioritized for implantation within the region. Planning is really the first phase or stage of project delivery. This is before a project ends up in the environmental process, before it goes to design and construction. This is on the front end. The planning process is important because you decide how a substantial share of federal transportation dollars is spent. It lays the foundation for your transportation system and network. Who is involved? Mrs. Phillips said that the board, as local elected officials and representatives of public transportation systems that sit on the committee, the state and federal department of transportation that they work with, the public transportation operator, local jurisdictions, interest groups, advocates, and any interested citizen or resident can be involved in this process.

This process is supposed to be carried out, according to law, with the 3-C Approach: Continuing, Cooperation and Comprehensive. They are looking to see that the planning process is carried out in that manner. It should be multimodal, especially with surface transportation so it should consider motorist, cyclist, bicyclist, pedestrians, and people who use public transit and the connection to other modes. The process also has to involve public input. They will be looking for those things while conducting their review and the products the MPO produces. The products include the Metropolitan Transportation Plan (MTP) - long range plan that has a minimum of a twenty-year planning horizon; Congestion Management Process (CMP), this was discussed earlier, – this should inform the Metropolitan Transportation Plan; Transportation Improvement Plan (TIP) – that is their four-year budget for program of projects. That should be informed by the MTP. The MPO also keeps a Public Participation Plan (PPP) to date. That plan will instruct the staff, the TCP on how to conduct their public involvement to receive feedback from the public. Lastly, the Unified Planning Work Program (UPWP) – the annual plan of work for the MPO staff for how they’re going to accomplish, produce, maintain and implement an MTP, CMP, TIP, and PPP. They will be looking at all of those as well. Those documents all fit together. The UPWP is the annual plan, but all those products need to have public involvement and public input.

Mrs. Phillips said they are looking to hear from the policy committee, members of the general public (residents and citizens that live in the metropolitan planning area). They want to know if they have had an adequate opportunity to participate in the MPO Transportation Planning Process, have they been involved in the MPO Transportation Planning Process and what are their views. She said the board would answer, “yes” to the first two questions, but they want to hear from the public and citizens as well on their views of the process. They’re accepting comments through January 16, 2026, by email and regular snail mail. ***(Contact information is included in attached slide presentation)*** They will take those comments into consideration as they produce their report.

Announcements

Mr. Rogers wished everyone a Merry Christmas and a Happy New Year. He said it’s been a great year. Last, but not least, they’re going to miss Mr. Clarke. He told Mr. Clarke to come in anytime that he’s always welcome. Mr. Rogers said the next regular scheduled MPO meeting is on Friday, January 16, 2026, in the Government Chambers at 9:00 am.

Mrs. Bryant wished everyone a Merry Christmas as well and thanked Mr. Rogers and his staff for doing such a great job.

Adjourn

With no remaining agenda items, Mrs. Bryant entertained a motion to adjourn. Mr. Clarke motioned, and Dr. Ward seconded, and the meeting was adjourned.



J. Kent Rogers, Secretary



RESOLUTION IN RECOGNITION
AND APPRECIATION OF DISTINGUISHED SERVICE

Alan Clarke

WHEREAS, The Northwest Louisiana Council of Governments, Inc. (NLCOG) serves as a regional planning organization for the Parishes of Bossier, Caddo, DeSoto, and Webster and the cities of Bossier City and Shreveport; and

WHEREAS, The NLCOG also serves as the Metropolitan Planning Organization (MPO) for the region designated by the Governor of the State of Louisiana, The Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, The City of Shreveport Caddo Parish Metropolitan Planning Commission (Shreveport MPC) is represented on the NLCOG Metropolitan Planning Organization by their Executive Director; and

WHEREAS, Alan Clarke, has served as the Executive Director for the Shreveport MPC between August 2018 through December 2025 and was already a long-time MPC employee prior to that, with over 25 years of service to the City of Shreveport, specializing in zoning enforcement, and even working for the city for over a decade before that; and

WHEREAS, Alan Clarke, has provided outstanding leadership and guidance on behalf of the Shreveport MPC to NLCOG's MPO, and the Technical Coordinating Committee serving in the roles of Chair and Vice Chair; and

NOW, THEREFORE, BE IT RESOLVED that the Northwest Louisiana Council of Governments formally acknowledges and extends its profound appreciation to Alan Clarke for his many years of service and his lasting contributions to the MPO and its mission.

BE IT FURTHER RESOLVED that on this 19th day of December 2025, the NLCOG MPO did, with due notice and quorum held, affirm this Resolution and acknowledge it be saved in the permanent minutes and a copy of this Resolution is given to Alan Clarke.



J. Kent Roges, Executive Director
Secretary to the Metropolitan Planning Organization

PUBLIC COMMENT CARD

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

Please print:

Date: 12-19-2025

Name: Kim Mitchell

Address: 770 Thora Blvd

E-mail: kmitchellarchitect@gmail.com

Phone: (318) 773-1470

I am representing: myself business organization

Name of business / organization: Allendale Strong

Comment on Agenda Items Only

Briefly describe your comment(s):

- FHWA Certification of NLCOG Meeting

- Introduce Kevin Shea w/ Union of concerned Scientist for his 75 minutes of sharing his work as Transportation Policy Analyst for UCS

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

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner.

The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/ or members of the audience shall be permitted.

PUBLIC COMMENT CARD

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

Please print:

Date: 12/19/25

Name: Kevin Shen

Address: 1825 K St NW, Suite 800, Washington DC

E-mail: kshen@ucs.org 2006

Phone: (752) 986-8788

I am representing: myself business organization

Name of business / organization: Union of Concerned Scientists

Comment on Agenda Items Only

Briefly describe your comment(s):

Brief report on findings from our recent transportation policy research

get copy of his ^{written} comments

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THANK YOU FOR YOUR COMMENTS

NLCOG Comment 12/18/2025

I have a lot of

- Thanks so much for the intro, Kim. And hello and ~~much~~ respect to you all members of the committee, asking tough questions and making sure that this region's transportation system effectively serves the community.
- I am trained as a civil engineer, now am ^{a researcher} ~~an analyst~~ with the Union of Concerned Scientists, ^{we're a national nonprofit that's been around for over 50 years} where I do research for science-based policies for ^{to make sure the schools, our science and environment} a clean transportation system that helps us all get around.
- ~~X~~ During one of our latest analyses entitled Freedom to Move, we actually benefitted deeply from the research, on-the-ground expertise, and forward thinking of Allendale Strong/which talks about what the science says about how we plan our cities and the need for more transportation options – whether that's driving, taking transit, walking, biking... And ~~which has the same~~ ^{we're already} I'd like to share a little more about what we found:

over 1,000 studies and synopses across the state

of interest to you...

- One eye-popping result was just how much savings there is to be found in giving people more options.

of our country

- o In our report, we find that a future ^{of our country} that allows folks to get where they need to go without traversing as long distances and investing in public transit could save the country over \$200 billion in energy infrastructure costs, \$128 billion in public health costs from reduced air pollution, and \$1,600 per household per year on average. ^{in vehicle ownership, maintenance, and fuel costs} While transportation is the second highest household expense in the region. This is in addition to the ^{averages to \$60 million} tens of millions per lane-mile of construction and maintenance costs that comes with a highway-focused system of development. Maybe it's because I'm just a scientist working at a nonprofit... but to me those are some big numbers ^{for potential savings}.

through 2050

- o And lastly, for communities, we reviewed research by economists at the federal reserve who have demonstrated that freeways are often put in places with high growth potential, ^{but in long so} and slow nearby growth and productivity. A paper published earlier this year added up the value of urbanized land taken up by roadway ^{to be around} was around \$4.1 trillion in 2016 and is the size of West Virginia.

especially since the 2000s

add to close

- As folks who can often be in the technical weeds of analyses and transportation plans, we owe it to community groups like Allendale Strong -- to ground us in why we do the work we're doing, to make use of the gem of a city Shreveport is, and to help push us to make sure the way we do our transportation work is responsive to the latest evidence and community needs.

stores save even a system where people drive more

actually reduces productivity due to high individual infrastructure, and external costs air pollution and safety

Thank you all for your time and giving me the space to speak to you all today

shvdtlake@gmail.com

- Print 10 copies of executive summary

~~Probably not taking these frames:~~

- Talking about racial equity and the imperative there? "Do good" and the history of race in the region and the moral imperative.
- Talking about climate... which is a big portion of the report
- ~~Talking just about Attentate just makes them mad. Talk about the bigger issues is what they're working with.~~
- Truck pollution and the harms to people – people need to get their things, but the amount of trucking that needs to deliver good to Shreveport vs. goes through Shreveport is important to note
 - For individuals
 - According to the BLS Consumer Expenditure survey, people spend over 12,000/year on transportation, and of the regions in the US, people in the South spend the highest percentage of their incomes on transportation.
 - https://www.bls.gov/regions/midwest/data/consumerexpenditures_selectedareas_table.htm
 - For state DOTs and MPOs, where financial uncertainty in local, state, and federal funding is an increasing challenge, data from FHWA's most recent conditions and performance report says a lane-mile of urban freeway could cost from \$14 to \$50 million, and Taxpayers for Common Sense and Smart Growth America shows that on average, a state of good repair takes over \$2.2 million per lane-mile for a 50 year life-span in today's dollars.
 - https://www.fhwa.dot.gov/policy/25cpr/pdf/CP25_Full_Report.pdf#page=522
 - <https://t4america.org/wp-content/uploads/2019/05/Repair-Priorities-2019.pdf>
- Last is about who we're trying to serve. According to FHWA, around one-third of the US population does not have a driver's license for reasons such as not being able to afford to drive or being too young or old. And even for those of us who do, we're all just one car breakdown away from needing to find another option.
- Second is the consequences of more vehicles driving on the roads everyday. We see a big emergence in the scientific literature around something called *induced demand*. The elasticity of driving with respect to freeway capacity is around 1: a 1 percent increase in capacity is associated with about a 1 percent increase in driving.