

Annual Performance & Expenditure Report

Annual Unified Planning Work Program

Fiscal Year 2014



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Prepared in cooperation with the Texas Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

TASK 1.0

ADMINISTRATION / MANAGEMENT

TASK SUMMARY

To insure that the Longview Metropolitan transportation planning process is continuing, comprehensive and cooperative. This is accomplished by providing for the management and administration of work tasks and funding; and by providing for and the solicitation of public participation. This task requires that all federal, state and local guidelines and regulations are met.

Subtask 1.1 Program support and administration This element includes a management structure to fulfill the goals and objectives of the FY 2014 & FY 2015 Unified Planning Work Program (UPWP); on-going compliance with state and federal requirements and regulations; compliance with MAP-21 rulemaking; purchase of office supplies, materials, furniture, equipment, computers, monitors, printers, plotters and related computer equipment; providing support and facilitating the Technical and Policy Board meetings; producing maps, handouts and presentations for meetings; recording of meetings; grant administration; record keeping and audits; process required monthly TxDOT billing statements; revising the 2014 & 2015 UPWP as needed; publishing the Annual Listing of Projects by December 31st for projects funded during the previous fiscal year in the Longview Metropolitan Planning Area, preparation of the Annual Performance and Expenditure Report; annual self-certifications, city budget, required city reports and other associated documentation; enhancing and updating the MPO section of the City's website to facilitate the dissemination of information to the public; facilitating citizen participation; facilitating requests for information from the public; assisting the public. Contract labor may be used for administrative and technical tasks. The MPO Director will administer the day-to-day operations of the MPO; be responsible for the supervision and evaluations of staff; the supervision and preparation of contract proposals; the solicitation of services; responsible for the final approval of the purchase of supplies, equipment, furniture, computer hardware, computer peripherals; software and equipment repairs, and for the supervision of contract performance and final approval of billing statements.

Subtask 1.1 Work Performed and Status –

The MPO created PowerPoint presentations, meeting handouts, agenda packets, project maps, detailed spreadsheets, technical documentation, reports, and a wide variety of presentation materials for the MPO Technical Committee and MPO Policy Board meetings. The MPO provided information and data to the MPO Technical Committee and MPO Policy Board members as needed and when requested. The MPO composed meeting minutes for the MPO Technical Committee and MPO Policy Board meetings.

MPO Technical Committee meetings were held October 30, 2013, November 20, 2014, February 12, 2014, April 1, 2014, May 20, 2014, July 9, 2014, August 5, 2014, August 28, 2014, September 9, 2014, and September 24, 2014. MPO Policy Board meetings were held on November 14, 2014, February 19, 2014, April 17, 2014, and July 16, 2014. The MPO also

hosted a joint Policy Board and Technical Committee meeting, followed by an 'Open House' on May 20, 2014. The MPO advertised all public meetings according to the Longview MPO Public Participation Plan (PPP). The public notification process, as outlined in the PPP, was completed prior to all MPO Policy Board and other public meetings. Public notices for public meetings were distributed via email and via postage mail to the MPO's public distribution notification list. The print and broadcast media received the public notice. Public notices were distributed to state, county, and local government officials, news media, chambers of commerce, special interest groups, tribes and freight and transportation providers, as required by the PPP. Also, public notices were announced and posted on the MPO's website and the public notice was distributed to the regional print and broadcast media. Public notices were advertised in the Longview News-Journal, the Gladewater Mirror, and posted at the Gregg, Harrison and Upshur County Courthouses as well as the Longview, White Oak, and Gladewater City Halls. During each public meeting, the MPO Chairman specifically invited the public to step forward, make comments or ask questions about the agenda items or other matters. Before and after several public meetings, the MPO Director was asked by the television and print media to be interviewed.

The MPO Director performed work program tasks, delegated tasks and monitored progress of the UPWP tasks and goals of the FY 2014 work program to ensure the progress of transportation planning activities. MPO staff meetings were held when needed to ensure the progress and status tracking of transportation planning activities as described in the FY 2014 UPWP. Other routine MPO administrative duties performed were annual employee performance evaluations, bi-weekly timesheets and payroll entry. Billing statements of FHWA PL 112 and FTA planning funds were created, calculated, analyzed, checked, monitored, balanced, and submitted monthly. Quarterly reconciliations of the MPO's expenses and billings were performed. Improvements and streamlining of the MPO billing statement process were made. A mid-year and end of year reconciliation process was performed to balance and verify accurate year-to-date totals of the City of Longview expenditure report and the billing statement program report. The end of year reconciliation process greatly assisted with audits, both internal and external. A single purchase of \$68,000 was made for professional services of Subtasks 4.2 - 4.4. The MPO purchased supplies, equipment and professional services in accordance with current MPO and City of Longview purchasing procedures. Additionally, all administrative requests by FHWA and TxDOT were promptly processed under this task.

The FY 2013 Annual Performance and Expenditure Report was created, completed, and submitted to TxDOT. An Annual Listing of Transportation Projects for Fiscal Year 2013 was distributed for projects completed in the Metropolitan Planning Area. A legal notice describing the Annual Project Listing was published in the Longview News-Journal newspaper. The Annual Project Listing was presented to the MPO Policy Board on November 14, 2013. Public notices announcing the Annual Project Listing (APL) was mailed to the MPO's Public Distribution List consisting of interested citizens, elected officials, major employers, environmental organizations, historic agencies, area freight shippers, schools and universities. The APL was placed at the Longview Public Library, MPO offices and on the MPO's website.

The MPO Bylaws were revised on November 14, 2013 due to the addition of two new voting members to the MPO Policy Board; the Gladewater Mayor and the Upshur County Judge. MPO Director provided education and communication to Gladewater officials relative to MPO funding, process and operations.

Subtask 1.2 Training and Travel to meetings, workshops, seminars and conferences to develop and maintain a professional and competent planning staff. Training will enable MPO staff to improve their knowledge of required policies, regulations, software, GIS skills, office skills, time management, office techniques and technology. MPO staff attendance to regional, state or national conferences conducted by the American Planning Association, the Association of Metropolitan Planning Organizations, Texas Department of Transportation, Texas Transportation Institute, Transportation Research Board, ESRI GIS software, South Central GIS Arc Users Group, other GIS-related groups or other transportation planning related organizations

Subtask 1.2 Work Performed and Status –

MPO staff attended a workshop sponsored by the Texas A&M Transportation Institute (TTI) that addressed strategies to improve the functionality of EasTexConnects. These strategies included communication, marketing, and data collection processes to streamline operation of the coordinated transit agencies. MPO staff looked into how to implement these strategies in their planning area.

MPO staff attended a Performance Based Planning & Programming (PBPP) Workshop mentioned under performance measures subtask.

The MPO staff attended a Planning and Environmental Linkages workshop hosted in Longview. The purpose of this workshop was to promote transparency in the planning process to improve the necessary environmental studies.

Staff attended the 9th Annual Texas Transportation Forum in San Antonio, TX. This forum was an opportunity for members of the transportation planning and engineering field to network, share ideas, and learn from leaders through panel discussions.

Staff attended the annual TxDOT Transportation Planning conference in Corpus Christi, TX. This conference gave staff the opportunity to network with other MPO's, collaborate and share best practices, and gain knowledge from TxDOT employees from around the State of Texas.

Staff attended various Association of Texas Metropolitan Planning Organizations (TEMPO) meetings throughout the fiscal year. The MPO Director served on the TEMPO Executive Committee.

Description	Number of Staff	Location	Dates
TTI Coord. Public Transportation Workshop	2	Kilgore, TX	10/29/13
Planning & Environmental Linkages Workshop	2	Longview, TX	11/6/13 - 11/7/13
TEMPO General Meeting	2	Austin, TX	11/12/13
FHWA PBPP Workshop	1	Austin, TX	11/13/13
Texas Transportation Forum	2	San Antonio, TX	1/6/14 - 1/8/14
Freight Performance Webinar	1	Online	2/12/14
NHI Greenhouse Webinar	1	Online	2/27/14
Safety Performance Management Webinar	1	Online	3/17/14
TEMPO General Meeting	1	Austin, TX	3/19/14 - 3/20/14
TxDOT Transportation Planning Conference	2	Corpus Christi, TX	6/3/14 - 6/5/14
Planning NPRM Webinar	1	Online	6/24/14
NPMRDS Quarterly Webinar	1	Online	8/14/14

Subtask 1.3 Title VI Civil Rights and Public Participation Plan Evaluation MPO staff will ensure that minority and low-income populations have the opportunity to participate in the transportation planning process. Transportation documents will be formulated and constructed in accordance with Environmental Justice regulations. Low-income and minority populations will be identified by traffic analysis zone or census tracts, so the effects or burdens of TIP and MTP projects on these groups can be reviewed to ensure transportation programs are distributed fairly. The Public Participation Plan will be evaluated regularly, monitored for effectiveness and revised as needed. Public meetings will be held in accordance with the Public Participation Plan and governing regulations. MPO staff will make transportation planning presentations to government, civic, educational and public organizations.

Subtask 1.3 Work Performed and Status -

The Limited English Proficiency (LEP) Plan was updated to reflect the change in the Transportation Planner position with the MPO. The plan was also altered to reflect the change in the demographic profile of the Longview Planning Area. Most notably, with the increase of planning area due to the MAB expansion, the demographics were reevaluated to ensure that correct number of individuals with limited English proficiency is represented in the plan. The transportation planner found that the plan still adequately addresses the limited-English speaking population and remains an effective method of accommodating those individuals. The Public Participation Plan was reviewed and revisions were not necessary.

TASK 1.0 FUNDING SUMMARY FY 2014

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$45,500.00	\$54,280.37	(\$8,780.37)	119.30%
Local Funds	\$0.00	\$0.00	\$0.00	0.00%
FTA	\$0.00	\$0.00	\$0.00	0.00%
CMAQ	\$0.00	\$0.00	\$0.00	0.00%
STP/MM	\$0.00	\$0.00	\$0.00	0.00%
TOTAL	\$45,500.00	\$54,280.37	(\$8,780.37)	119.30%

TASK 2.0

DATA DEVELOPMENT AND MAINTENANCE

TASK SUMMARY

To further the goals and objectives of the transportation planning process, the development and maintenance of multiple data will be accomplished. Create, update and maintain basic data on population, housing, demographics, land use, and transportation characteristics. Monitor development trends in the study area for their impact on the transportation system. Integrate data into the Geographic Information System (GIS) for organization, ready retrieval, and analysis, and to forecast pertinent information to continue and further the goals and objectives of comprehensive transportation planning.

Subtask 2.1 Growth and development monitoring On-going data gathering, updates and maintenance of data and maps related to population, minority populations, low-income population, traffic accidents, building permits, land use, housing and environmental.

Subtask 2.1 Work Performed and Status –

Staff continued to monitor traffic data using GIS and GPS tools as an effective means of targeting congested intersections, travel times, and other performance measures. Staff uses GIS to analyze, collaborate, and visualize the impact of transportation projects within the MPO Boundary. GIS helps planners incorporate and analyze a diversity of information into the transportation planning process. Staff spent time learning online federal software programs such as EJ View and NEPAssist to help with project planning and development. MPO staff utilized NEPAssist software to evaluate the impact of an extension of SW and NW Loop 485 in Gladewater. Maps and data generated from NEPAssist were used by MPO staff during a Gladewater City Council presentation.

MPO staff also used ArcGIS tools to supplement government mapping tools. Census data was used in conjunction with mapping analysis to show the areas of varying socioeconomic and demographic data. Such results were used in identifying Environmental Justice areas in order for the MPO to make more informed decisions when planning for future developments. ArcGIS was used when demonstration Environmental Justice for the 2015-2018 Transportation Improvement Program and the MTP 2040.

Annual unadjusted annual and saturation traffic counts were acquired from TxDOT for the 2013 calendar year. These data were inputted into the GIS system where the 15 minute interval locations could be combined to create a singular point for each location. Each of these points contained the unadjusted counts in the 15 minute interval. Processes were conducted to collectively apply seasonal adjustment factors, or ½ counts for saturation, based on their locations. Averages were used on the day of week factors as the factors had miniscule differences. This allowed for an efficient method of calculating the large numbers of count locations. This also created a template for the adjustment of saturation counts which were received a few months later.

The MPO continued to aid Longview Transit using GIS by examining current sidewalk locations, socioeconomic data, and potential sites for transit oriented development/redevelopment. This work was done in conjunction with the Pedestrian Access Study conducted by the consulting & engineering group, Freese & Nichols.

MPO staff continued to analyze safety data acquired through TxDOT. This will be discussed in greater detail in Task 5.2.

Subtask 2.2 Maintenance of physical inventories On-going inventories and review of transportation facilities: traffic analysis zones delineation review, additions and revisions, review and analysis of the American Community Survey, the Census Transportation Planning Package data, streets, pedestrian and bike facilities, sidewalks, signals and other transportation-related facilities. Revisions and updates of the Highway Functional Classification system will be performed as needed.

Subtask 2.2 Work Performed and Status –

All MTP and TIP GIS maps were opened and checked to ensure all map data was intact and all feature classes were connected to the City's geodatabase. MPO staff continued to update transportation related feature classes within the City's enterprise geodatabase. Keeping the data current is important to efficiently bring information together to be able to review and analyze. By making sure the data is kept up to date, work flow is improved, time and money are saved and it improves decision making. GIS is essential to MPO planning process in order to present findings to policymakers and the general public using visually attractive and understandable thematic maps.

Longview MPO worked with the FHWA and TxDOT to conduct functional classification updates. Staff met at the TxDOT-Tyler District office on January 10, 2014 to finalize the changes proposed by the Technical Committee. This was accomplished through webinar format with FHWA and looking at each change specifically. Once completed, MPO staff edited existing shapefiles to have an up to date functional classification feature class. These changes were then shared with the local TxDOT offices for their records.

Subtask 2.3 Geographic Information Systems (GIS) Maintenance of GIS coverage to the state plane coordinate system, address field verification, identifying and correcting geocoding attributes of shapefiles and geodatabases and error corrections. Coordinate GIS activities with City GIS Dept. GIS services, maintenance & support by City GIS Dept. which includes ESRI GIS software upgrades and GIS software technical and troubleshooting support.

Subtask 2.3 Work Performed and Status –

GIS staff assisted MPO staff with software troubleshooting and upgrades. The GIS Department operates and maintains the GIS server and all software upgrades, to which MPO staff has access. Staff continually utilizes ESRI's free web training which is important

for keeping up with the constantly changing functionality, software, and troubleshooting strategies.

With the adoption of the Metropolitan Area Boundary (MAB) expansion, the GIS database was updated to reflect the change. MPO updated current documents to show the change in planning area. Data received after the adoption of the new MAB included the newly added areas. All data was expanded to include these new locations in analysis.

In addition to revising and editing existing MPO maps, the Transportation Planner created multiple maps for various planning documents and studies. Project maps and Environmental Justice maps were created for the 2015 – 2018 Transportation Improvement Program. Several maps were created for the 2040 Metropolitan Transportation Plan (MTP). Some of these maps included functional classification, traffic counts, future land use, and project location maps. In addition, many maps were created as a part of the MPO's special studies. One such study included traffic accident analysis. Maps were created to visualize accidents within the planning area. MPO staff also created maps to supplement public, Technical Committee, and Policy Board meetings. This is an on-going subtask.

The City of Longview's GIS Department pays for an Enterprise ArcGIS License through ESRI, which allows for unlimited licensing throughout all departments. All departments that use GIS pay a maintenance fee, which is paid for through the MPO monthly billings. The GIS department then provides ESRI ArcGIS software, software updates, and a HelpDesk for technical and mapping support. MPO staff is able to utilize the GIS Helpdesk for any questions or concerns regarding GIS functions and software. The GIS department routinely performs maintenance, software updates, and backups of all the GIS data. There were no major updates to the current ArcGIS software during the fiscal year. This is an on-going subtask.

Subtask 2.4 Expansion of Metropolitan Area Boundary Due to the expansion of the 2010 urbanized area boundary, the metropolitan area boundary is federally required to be expanded to the northwest in fiscal year 2014 to include Gladewater, western Gregg County and a small portion of Upshur County. Together with TxDOT, the MPO will coordinate expansion activities with local cities and counties.

Subtask 2.4 Work Performed and Status –

Work performed is a carryover from fiscal year 2014. The MPO reviewed a large number of socioeconomic characteristics for the area surrounding the current MPO planning boundary. These data were evaluated and a proposed boundary was created to represent where the population is expected to be urbanized in the next 20 years. MPO staff created a twelve page document titled, 2013 Metropolitan Area Boundary Expansion Technical Documentation, which explains the technical analysis, population trends, reasoning, and justification for the MAB expansion to the west into Gladewater and Upshur County.

MPO staff continued to perform outreach to Upshur County Judge Dean Fowler, the City of Gladewater Administration, City of Gladewater Mayor Harold Wells, and the cities of East Mountain, Clarksville City, and Warren City.

This proposed boundary was taken before the Longview MPO Technical Committee as a final draft. Revisions were made and then the proposal was brought to the MPO Policy Board. On November 14, 2013, the recommended changes to the expanded boundary were approved by the MPO Policy Board and two voting members were added to the MPO Policy Board; the Gladewater Mayor and the Upshur County Judge. The Longview MPO Director made a presentation to the Texas Transportation Commission in November 2013 of the proposed boundary revisions, the Commission approved the revisions. During the November 21, 2013 Commission meeting, the MPO Director made a presentation to commission members regarding the accomplishments, needs, and challenges of the Longview MPO. Technical documentation of these changes was finalized that outlines the data used by the Longview MPO in the creation of the new planning boundary.

Subtask 2.5 Performance Measures MAP-21 contains a performance measures requirement regarding the use of statistical evidence to determine progress toward a specific defined objective. States must establish performance targets within one year after the USDOT final rule on performance measures. MPO will coordinate with the U.S. Department of Transportation and the Texas Department of Transportation as they develop their performance measures. An inventory of available data for the local area will be conducted to determine what type of data is readily available for use with performance measures. The data inventory will allow the MPO to understand what type of activities can be supported given the state's performance target.

Subtask 2.5 Work Performed and Status -

A workshop hosted by the Federal Highway Administration (FHWA) was attended early in the fiscal year. This workshop's purpose was to inform transportation agencies in the state of upcoming changes regarding the use of performance measures due to the adopting of MAP-21. Although no official rules had been set, the workshop helped these agencies in the creation of plans to formulate benchmarks in their performance.

MPO Staff attended several webinar sessions during FY 14 that addressed the status of the national performance measures.

Through the 2040 MTP update process, the Technical Committee and Policy Board members developed goals based on performance measures and contained the following planning themes: safety, maintenance and system efficiency, congestion and freight, environmental sustainability, transportation choices, and economic vitality. Specific measures of effectiveness or performance measures were developed for each transportation theme. The evaluation standard and project ranking criteria for Metropolitan Transportation Plan 2040 projects was developed with a major emphasis on the use of performance-based planning. This project prioritization method utilized the

travel demand model which provided an accurate tool to predict what the street highway system will need to look like to accommodate future transportation needs.

MPO staff received data essential to performance measure development from several sources. This included pavement quality data from state and local agencies, accident data, and freight modeling data. MPO staff worked to retrieve this data in order to help develop strategies to quantify these areas of planning for future performance measures. This is an on-going subtask.

TASK 2.0 FUNDING SUMMARY FY 2014

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$28,500.00	\$25,386.10	\$3,113.90	89.07%
Local Funds	\$0.00	\$0.00	\$0.00	0.00%
FTA	\$0.00	\$0.00	\$0.00	0.00%
CMAQ	\$0.00	\$0.00	\$0.00	0.00%
STP/MM	\$0.00	\$0.00	\$0.00	0.00%
TOTAL	\$28,500.00	\$25,386.10	\$3,113.90	89.07%

TASK 3.0

SHORT RANGE PLANNING

TASK SUMMARY

To undertake transportation planning activities associated with near-term planning for projects scheduled within a five-year period, to provide multimodal planning to improve the transit system and to provide air quality planning which supports regional efforts to comply with federal air quality standards while seeking to promote the area's transportation needs and economic vitality.

Subtask 3.1 Transportation Improvement Program (TIP) adoption, public involvement and quarterly revisions as needed within the federal regulations of MAP-21. The 2015-2018 TIP will be under development in FY 2014. Revisions to the 2013-2016 TIP will be made, as needed. The MPO will coordinate programming activities of the Statewide Transportation Improvement Program (STIP) with TxDOT. The TIP adoption will comply with the procedures outlined in the Public Participation Plan. Adoption of future Transportation Improvement Programs will include expanded consultation with agencies responsible for historic preservation, natural resource conservation, environmental protection and land use management, as appropriate. Projects in the TIP will include the year of expenditure and total project costs. Projects in the TIP will include Congestion Mitigation Air Quality (CMAQ) funded projects, should nonattainment designation and CMAQ funding occur. TIP will comply with MAP-21 regulations with inclusion of public transportation Section 5307 (Urbanized Area), 5310 (Elderly & Disabled), and other federal public transportation programs, as applicable.

Subtask 3.1 Work Performed and Status -

Beginning in March 2014, MPO staff started gathering data and project information to begin generating the new 2015-2018 Transportation Improvement Program (TIP). This effort took many meetings and phone calls between MPO staff, TxDOT Tyler District staff, Dale Booth and Vernon Webb, TxDOT TPP; as well as Scott Lewis, Longview Transit Manager. Staff delivered templates to transit to compile a list of projects and costs associated with them to include in the TIP. GIS maps were created to show both highway projects in the area. Environmental data was collected from Environ and this data was represented by graphs created for the new TIP template. The data obtained from Environ visualized the region's 8-hour design value trends and the annual 4th highest 8-hour ozone values. These were then shown against the current EPA ozone standards for reference in the TIP document.

The Technical Committee met on April 1, 2014 to begin their review of the draft 2015-2018 TIP. There was one mobility project, one project undergoing environmental assessment and Longview Transit projects for the Committee to review financials.

Because of the recent Metropolitan Planning Area expansion, the Longview MPO scheduled two 2015-2018 TIP public meetings to solicit public input. The first public meeting was

held April 1, 2014 in Longview, Texas. The second was held on April 3, 2014 in Gladewater, Texas.

MPO staff, in several ways, accomplished compliance with Environmental Justice. MPO Staff produced two maps identifying the projects in the 2015-2018 TIP overlaid on a map showing income and ethnic group dispersion by Census blocks & block groups inside the Metropolitan Planning Area (MPA). Income data and ethnic information was obtained from the 2010 census. The maps spatially illustrated where these groups are geographically located in relationship to the projects in the 2015-2018 TIP. The Technical Committee reviewed the income and ethnic/race maps at the April 1, 2014 Technical Committee meeting and found transportation project planning to be in compliance with the principles of Environmental Justice.

MPO staff followed the adopted Public Participation Plan in reaching the public. When advertising for the April 1, 2014 and April 3, 2014 public meetings to present the 2015-2018 TIP, public notices and newspaper advertisements were placed in the local Longview News-Journal and the Gladewater Mirror. A block ad was placed in the East Texas Review, a free publication, to announce the public comment period. The local Spanish newspaper, La Opinion, was unable to be contacted after several attempts by MPO staff. A letter was mailed to interested parties from federal, state, local, and tribal agencies. The MPO staff held a ten-day public comment and review period from April 1, 2014 to April 11, 2014. Staff created large posters and placed them in available advertising slots on Longview Transit buses. MPO staff created two versions of the ads, one for the new, larger bus and one for the older buses. In addition, staff created flyers to be placed at public places in Gladewater to advertise the April 3, 2014 public meeting.

Subtask 3.2 Planning assistance for public transportation which includes: further study of Federal Transit Administration (FTA), state and city funding potential; evaluation of existing transit system relative to local need; assistance with the facilitation and coordination of a Regional Public Transportation Plan, planning, study and coordination of options for a multimodal center, communication and coordination with other transportation modes, such as rail, commercial bus and air; review of the safety and security features of the buses and transit facilities, assistance with fixed route transit system and review of bus routes, bus stops, handicapped ramps, bus shelters; safety planning for transit passengers, assistance with bus route mapping and route expansions, review of special populations such as low-income, minority, elderly, disabled; assistance with transit ridership studies to determine system deficiencies and assess customer needs; and provide assistance with other transit studies. Attend and participate in the Public Transportation Advisory Committee. Coordinate and assist with TxDOT's Coordinated Call for Projects. Due to the multiple funding sources of this subtask and the inclusion of work activities beyond planning, the FHWA PL planning funds will be used for those eligible planning activities and other Federal Transit Administration funding will be used for other activities.

Subtask 3.2 Work Performed and Status –

MPO staff assisted Longview Transit staff with public transportation tasks in conjunction with the fixed route bus system operations and planning. MPO staff members attended the Longview Public Transportation Advisory Committee meetings on November 19, 2013, January 28, March 25, May 27, July 29 and September 30, 2014. Longview MPO Director and the Transportation Planner routinely meet with the Longview Transit Manager to discuss short range plans for public transportation system and ways to maximize efficiencies over time. Such efficiencies include development of the Longview Multimodal Transportation Center, discussion of future driveway points to enhance accessibility by the public and public transportation buses, and other property enhancements to public transportation. Longview Transit short term planning includes improvements to the maintenance and administrative portions of the transit building at 908 Pacific Ave., in addition to acquiring land adjacent to the current facility. The City of Longview purchased the building and property at the corner of Mobberly and Pacific Ave. The additional land will accommodate the facility for larger buses and enhanced parking.

The MPO Director is a member of the East Texas Regional Public Transportation Coordination Plan Committee, locally named EasTexConnects for easy reference. MPO staff attended the EastTexConnects meetings on November 20, 2013, January 22, 2014, March 19, 2014, May 21, 2014, July 9, 2014, and September 17, 2014. The MPO Director and MPO Transportation Planner served as chairmen of the EasTexConnects Planning & Development Subcommittee (formerly Planning Oversight Subcommittee) on October 21, 2013, December 9, 2013, February 10, 2014, April 14, 2014, June 9, 2014, and August 11, 2014. The Planning Oversight and Project Development Subcommittees were merged into one EasTexConnects subcommittee and met every other month on the second Tuesday.

The Planning & Development Subcommittee was tasked with facilitating the specific tasks of the East Texas Regional Transportation Coordination Plan. The subcommittee also investigated many of the short-term goals identified in the EasTexConnects Coordination Strategies presented in November 2013. The subcommittee decided to focus their efforts on accomplishing goals from these two plans. Some of the goals included:

- Focus efforts on the short term goals listed in EasTexConnects' Coordination Strategies Plan.
- Bring all transit stops, train station platforms and approaching sidewalks up to compliance with ADA and TAS standards
- Conduct targeted education and outreach to promote transit use
- Implement a centralized call center (one-call, one-click), dispatching operation and information line
- Optimize use of Amtrak, Greyhound and Lone Star Coaches
- Purchase Amtrak thruway bus excess capacity for veterans and the disabled

Progress of the Planning & Development Subcommittee during the fiscal year included: the installation of an elevator at the Marshall train station tunnel for enhanced ADA access, field assessment by Amtrak's Engineering Department of the Marshall depot platform for improved ADA access, an updated Regional Mobility Guide, the award of a centralized call

center grant, progress towards purchasing Amtrak thru-way bus excess capacity for veterans and disabled, expand driver training to all regional transportation providers, improvements to the EasTexConnects website, investigating ways to create website dashboards to provide shared, common transit data in a simple, web tool, an EasTexConnects informational video for public outreach, and facilitating Longview, Tyler & Marshall Transit ADA infrastructure. This is an on-going subtask.

Subtask 3.3 Administration and management of a Pedestrian Transit Access Study to improve transit access and to create a more connected and livable community for passengers. A consultant will be used to focus on potential capital improvements along three primary transit corridors to create improved, safe, ADA compliant and attractive passenger access in order to increase pedestrian connectivity from the Multimodal Transportation Center to transit connectors such as LeTourneau University, parks and the city's system of pedestrian and bicycle trails.

Subtask 3.3 Work Performed and Status –

On November 7, 2013, an open-house format, public forum was held with participating members of the public to identify needs and target areas for the study. MPO staff helped facilitate this forum. The forum was held to solicit input from residents about pedestrian access to Longview Transit bus service along the three primary corridors of Mobberly Ave., Cotton St., and Fourth St.

The MPO held a conference call with Longview Transit and the consultant, Freese & Nichols in December to discuss project prioritization strategies. The breakdown of goals by percentage numbers was decided jointly with the groups so that a final list could be created. In January, MPO staff conference called with Freese & Nichols to review, comment and recommend refinements to the draft Transit Pedestrian Access Plan. MPO staff provided planning support and consultant contract oversight to Longview Transit throughout the contract term of the study.

MPO staff, along with stakeholders, refined the plan through several work sessions. Changes based on programmed projects and locational factors modified the final recommendations and cost estimates.

The plan was taken before the Longview Technical Committee on February 12, 2014 for review, and to the MPO Policy Board on February 19, 2014 for approval. This pedestrian access study was funded through TxDOT's public transportation planning funds. This task is a carryover project from the previous fiscal year and was completed in FY 2014.

Subtask 3.4 Transportation-related air quality planning Continue to monitor non-attainment designation and participate in the North East Texas Air Care (NETAC) Technical Committee and NETAC activities. Participation and collaboration with the Technical Working Group and other non-attainment committees. Compliance with the Clean Air Act,

as outlined in the State Implementation Plan. Provide assistance to the Texas Commission on Environmental Quality for analysis and implementation strategies to meet the 8-hour ozone standards for the region and other related air quality activities. Analyze State Implementation Plan (SIP) development, changes to conformity requirements, and changes to the air quality ozone standard. Coordinate and create Pre-Consensus Plan to determine responsibilities and transportation conformity strategies. Coordinate and assist with the development and demonstration of transportation conformity analysis, create a conformity determination document, and other required documentation by MPO staff and a consultant, if nonattainment designation occurs. A consultant will be utilized for conformity determination and other technical air quality tasks to supplement expertise in order to meet critical deadlines

Subtask 3.4 Work Performed and Status –

MPO staff regularly attended NETAC Policy and Technical Committee meetings and closely monitored air quality events and issues of national and regional significance. Throughout the year, MPO staff performed on-going discussions about transportation conformity-related concerns and pertinent information with NETAC committee members and the NETAC's air quality consultant, Environ. Staff continued to monitor and coordinate NETAC studies and activities. The North East Texas Air Care (NETAC) is a voluntary association of elected and appointed public officials and representatives of local industry and public interest groups from Gregg, Harrison, Rusk, Smith, and Upshur counties. Annually, the Longview MPO has been closely involved with NETAC serving as members of two committees: the NETAC Policy Committee and the NETAC Technical Advisory Committee. The primary goal of NETAC is to develop and implement plans to reduce ground-level ozone concentrations in order to attain the 8-hour Ozone Standard and maintain compliance with that standard through 2013 and beyond. Since 1996, NETAC has worked with the Texas Commission on Environmental Quality (TCEQ) and the U.S. Environmental Protection Agency (EPA) to implement voluntary efforts which has resulted in significant air quality improvements. These improvements have brought the five county region into attainment with EPA's 1-hour Ozone Standard, the 80 parts per billion (ppb) 8-hour Ozone Standard adopted in 1997, and the 75 ppb Ozone Standard adopted in 2008. These improved ozone levels are a reflection of significant emission reductions negotiated on a voluntary basis by NETAC with local industry. Although voluntarily negotiated, many of these reduction measures have been incorporated into the Texas State Implementation Plan and are now federally enforceable. The partnership effort of NETAC within the five county region has demonstrated significant air quality improvements achieved over the last twenty years. MPO staff will continue to coordinate air quality efforts with NETAC on an on-going basis as the lowering of the ozone standard is expected to be announced in late 2014.

The Longview MPO and Tyler MPO discussed strategies relating to the ozone exceedances and their long and short term impact on air quality designation, which in turn, can require transportation conformity demonstration. Impact to the Metropolitan Transportation Plans for both Longview and Tyler MPOs were discussed as well as proactive tasks. MPO staff held discussions with TCEQ staff, TxDOT-Austin, and TxDOT Tyler District staff to discuss current events and coordinated efforts, should the five county area be designated

as non-attainment for the ozone standard. Topics of discussion at NETAC meetings were: the status report on the ozone standard revision and implementation rules; review of 2013 ozone season for the five county region, current design values; the impact of transport ozone; discussion of actions required for ozone non-attainment areas; updates on the ozone standard revisions; state implementation plans, transportation conformity, NETAC's approval from TCEQ for Ozone Advance status and an update on the results of highly reactive volatile organic compounds (HRVOC) monitoring at CAMS 19, the Longview ozone monitor.

In anticipation of a potential non-attainment designation, MPO staff regularly attended the TxDOT/MPO/FHWA/TCEQ/EPA Technical Working Group bi-annual meetings via TxDOT's video teleconference equipment at the Tyler District and Texas Commission on Environmental Quality offices. Topics of discussion at the TWG meetings included: conformity determination review, conformity issues and updates, regionally significant definitions, EPA proposals to lower the ozone standard, MOVES progress updates, MOVES implementation strategies, EPA proposed Greenhouse Gases reporting rules updates, CMAQ reporting progress and needs and State Implementation Plan updates. Throughout the year MPO staff conducted on-going discussions about transportation conformity-related concerns and pertinent information with TxDOT and TWG committee members in anticipation of non-attainment designation and conformity documentation. Much of the discussion centered on modeling efforts to coordinate the transportation planning efforts of both the Longview and Tyler MPOs; the impact to each MPO's MTPs; planning boundaries, and the preliminary and intermediate steps for transportation conformity analysis, should non-attainment designation occur. This is an on-going subtask.

Subtask 3.5 Multimodal Center planning and the Comprehensive Plan Planning, coordination, applying for funding and the implementation of a Multimodal Center at the Longview Transportation Center to integrate Longview Transit, Amtrak passenger rail, Greyhound bus, the East Texas Regional Airport, taxi services, bicycle transportation, pedestrian transportation and other public transportation services. Assistance and coordination with the development of the City of Longview's Comprehensive Plan

Subtask 3.5 Work Performed and Status –

During discussions between MPO staff and Longview Transit staff, transit planning initiatives include improvements to the maintenance and administrative portions of the transit building at 908 Pacific Ave., in addition to acquiring land adjacent to the current facility at the transportation center. The City of Longview purchased the building and property at the corner of Mobberly and Pacific Ave. The additional land will accommodate the facility for larger buses, enhanced parking and will enhance the access as well as the safety of the Multimodal Center.

Utilizing a Transportation Enhancement Grant, renovations to the Longview Multimodal Center were completed in May 2014 and the historic Texas & Pacific Railway station was rededicated on May 10, 2014 and opened for passenger operations. Passenger waiting area was expanded from 400 to 4,000 square feet. As the focal point for the transportation

hub, the multimodal center enhances connectivity and provides transportation options for Longview Transit, Amtrak, Greyhounds, local taxi cab services and other transportation providers. In addition, the transportation center has significantly improved accessibility, safety, security and mobility options for the traveling public.

MPO Staff assisted in the City of Longview's Comprehensive Plan in numerous ways. Staff provided input on the transportation aspects of the plan through the CPAC subcommittees. Staff attended Comprehensive Plan public meetings to interface with the public, answer questions and assist as an extension of city staff.

MPO staff worked diligently to coordinate the MPO Regional Thoroughfare Plan with the Comprehensive Plan's "Traffic & Circulation" chapter. Multiple meetings were facilitated between Kimley-Horn & Associates staff and Freese & Nichols, Inc. staff to ensure the plans and Thoroughfare Plan map were identical at the time of adoption. This is an on-going subtask.

Subtask 3.6 Staff assistance with Emergency Operations Center activities to prepare for natural disasters, storms, hurricane evacuations, tornadoes, chemical accidents or industrial explosions. Transportation planning will be performed during emergency situations to facilitate the movement of people and goods safely and securely in the event roads or highway are damaged, closed or overloaded. Transportation planning will be provided to facilitate intermodal connectivity to meet an unusual demand on the public transit system or highway network should a disaster or emergency situation occur.

Subtask 3.6 Work Performed and Status -

Fortunately, no hurricane events occurred during the fiscal year. Therefore, transportation planning wasn't needed. This is an on-going subtask.

Subtask 3.7 Planning assistance with higher speed passenger rail initiatives to promote regional transportation planning by participating in coordination efforts with the East Texas Corridor Council, the Texas-Louisiana Rail Coalition, the North East Texas Regional Mobility Rail Subcommittee, Gregg County Rail District and other regional meetings to facilitate and promote higher speed passenger rail and improved rail freight operations of the region. Participation, membership and coordination with TxDOT's Rail Plan Advisory Committee to update the Texas Rail Plan to improve passenger and freight rail transportation.

Subtask 3.7 Work Performed and Status -

The Ark-La-Tex Corridor Council met in January 2014 to discuss and provide an update on the TxDOT/Amtrak passenger rail study which models two additional Amtrak round trips between Dallas and Shreveport/Bossier City. Corridor Council members discussed regional rail opportunities from Dallas to Shreveport. Memorandums of Understanding (MOU) across Louisiana and Mississippi were drafted and committee members met with

elected and local officials, state senators and state representatives to facilitate the MOU. The Texas-Louisiana Rail Coalition, the TxDOT Rail Steering Committee & TxDOT Passenger Rail Steering Committee did not meet during the fiscal year. This is an on-going subtask.

Subtask 3.8 Interagency coordination on regional and statewide transportation initiatives

The MPO will coordinate efforts with the Texas Department of Transportation, North East Texas Regional Mobility Authority, Tyler Metropolitan Planning Organization, I-69 Corridor Segment One Committee, Interstate 20 East Texas Working Group and the East Texas Rural Planning Organization. Regionally comprehensive planning, including coordination efforts with feasibility studies and the Regional Toll Analysis of Toll 49 / East Texas Hourglass will occur. Interagency coordination and assistance with Interstate 20 studies to address freight issues, develop multimodal solutions, and advance projects to improve access along Interstate 20.

Subtask 3.8 Work Performed and Status –

Staff attended North East Texas Regional Mobility Authority (NET RMA) meetings and coordinated transportation planning efforts with the NET RMA board members, consultants, and TxDOT. NET RMA meetings discussed the studies performed that reflect a new location toll road, Toll 49, which provides connectivity between the urban centers of Tyler, Longview, and Marshall. Longview MPO staff regularly contacted and met with Tyler MPO staff to coordinate transportation planning efforts for the region. MPO staff regularly met with ETCOG transportation planning staff to discuss regional issues. MPO staff met with the Longview Chamber of Commerce Transportation Committee, Longview Economic Development Corporation, and other agencies listed in Subtask 3.7 during the fiscal year. MPO staff discussed alignment options between US 271 and US 259 with the NET RMA. The MPO's consultant, Kimley-Horn & Associates, performed alternative analyses using TransCad software. This is an on-going subtask.

MPO staff coordinated with the NET RMA and their consultants, LJA Engineering, related to the Toll 49 Regional Toll Analysis. Conference calls and meetings were held with TxDOT, FHWA, Longview MPO, Tyler MPO and the consultants. Travel demand modeling, the elements of the RTA, such as environmental justice, air quality, land use, and public transportation components were topics of discussion. LJA Engineering presented the Regional Toll Analysis (RTA) document to the MPO Policy Board on July 16, 2014 during which the transportation board approved the RTA. The RTA's Executive Summary was incorporated into the Longview 2040 MTP.

Created by TxDOT Commissioner Jeff Austin, the I-20 East Texas Corridor Advisory Committee met bi-monthly and quarterly during the fiscal year. The I-20 Committee Study project facilitated the involvement and input of affected local communities, cities, counties, stakeholders and the public to identify and prioritize the multimodal transportation needs of Interstate 20 with a focus on safety, mobility, congestion and air quality for travelers and freight through a 155-mile stretch between Dallas and Shreveport. The Longview MPO Director was asked to serve as a committee member for the 18-month study. The committee included twenty-two members representing local communities, the six counties in the study area and regional transportation agencies. Members provided valuable insight

into their communities' needs and served as spokespersons for the study's objectives and results. TxDOT staff along with Jacobs Engineering facilitated meeting discussions. MPO staff made community presentations to solicit public input and facilitated public input with the help of the Chamber of Commerce. The study contains a comprehensive assessment of need and a master plan to be used to implement improvements. The draft study recommendations were presented to the Advisory Committee in September 2014 that identified short, mid, and long-term improvements that includes bridge, ramp, frontage road improvements, pavement maintenance, and the addition of one lane in each direction.

The Longview MPO Director was elected to serve a second term on the Executive Committee of the Association of Texas Metropolitan Planning Organizations.

Regional and statewide transportation initiatives were cooperatively discussed with these agencies and/or at these meetings:

- Association of Texas Metropolitan Planning Organizations (TEMPO) meetings
- Association of Texas Metropolitan Planning Organizations Executive Committee
- East Texas Rural Planning Organization
- Ark-La-Tex Corridor Council for higher speed passenger rail (Task 3.7)
- Texas-Louisiana Passenger Rail Coalition (Task 3.7)
- EasTexConnects, the Regional Public Transp. Steering Committee/ (Task 3.2)
- North East Texas Regional Mobility Authority (Task 1.4)
- Texas State Rail Plan Steering Committee (Task 3.7)
- North East Texas Air Care Technical Advisory & Policy Committee (Task 3.4)
- TxDOT Tyler District Study Office
- TxDOT Transportation Planning & Programming
- I-20 East Texas Corridor Advisory Committee
- Technical Working Group statewide air quality committee (Task 3.4)
- Longview Chamber of Commerce Transportation Committee
- Longview Economic Development Corporation
- East Texas Council of Governments & Tyler MPO
- American Planning Association/East Texas Section meetings

TASK 3.0 FUNDING SUMMARY FY 2014

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$64,000.00	\$31,683.06	\$32,316.94	49.50%
Local Funds	\$0.00	\$0.00	\$0.00	0.00%
FTA	\$0.00	\$0.00	\$0.00	0.00%
CMAQ	\$0.00	\$0.00	\$0.00	0.00%
STP/MM	\$0.00	\$0.00	\$0.00	0.00%
TOTAL	\$64,000.00	\$31,683.06	\$32,316.94	49.50%

TASK 4.0

METROPOLITAN TRANSPORTATION PLAN

TASK SUMMARY

To develop, monitor, adopt and publish the Metropolitan Transportation Plan (MTP), a model-based plan, to meet the needs of the metropolitan area for a 25-year horizon, in accordance with federal, state and local regulations. To continue the study and analysis of projects and socioeconomic data for travel demand model forecasting while focusing on both short and long-range planning elements in order to develop an integrated multimodal transportation system.

Subtask 4.1 Metropolitan Transportation Plan 2040 and revisions to the Metropolitan Transportation Plan 2035, as needed, for the twenty-five year, financially constrained transportation plan to include year of expenditure, total project cost and Congestion Mitigation Air Quality (CMAQ) projects, should air quality non-attainment designation occur. Public Involvement activities, technical review and analysis and project prioritization will be conducted in order for the 2040 MTP to be adopted by November 2014. Demographic data collection will be used for the prioritization of projects for the 2040 MTP. MTP revisions and updates will include expanded consultation with agencies responsible for historic preservation, natural resource conservation, environmental protection and land use management, as appropriate. In order to address greenhouse gases (CO²) and climate change, the MTP will include a discussion of transportation goals, objectives and initiatives aimed at reducing vehicle miles traveled and CO² and will address livability and sustainability. MTP will comply with MAP-21 regulations with inclusion of public transportation Section 5307 (Urbanized Area), 5310 (Elderly & Disabled) and other transit programs, as applicable. The 2040 MTP update and revisions to the 2035 MTP will be adopted in accordance with the procedures outlined in the Public Participation Plan.

Subtask 4.1 Work Performed and Status –

MPO Staff began working on the 2040 Metropolitan Transportation Plan (MTP) in the beginning of fiscal year 2014. Staff worked diligently crafting the order of the document, as well as, determining the needs, scheduling, and timeline for the work required to perform an MTP 2040 update. The MPO hired a consultant to perform select tasks directly related to the MTP update: Travel demand model review, off-model methodology, alternatives analysis (Subtask 4.3), an MPO Regional Thoroughfare Plan (Subtask 4.2) and MTP project prioritization (Subtask 4.4). The Longview Travel Demand Model was utilized heavily during throughout the development of these subtasks. The travel demand model task was a basis for the Thoroughfare Plan and MTP project prioritization. The Thoroughfare Plan was a direct input for the MTP update. The remainder of work associated with the MTP update was performed by MPO staff.

With the change in highway funding bills, SAFTEA-LU to MAP-21, staff needed to address new concerns with the plan. MAP-21 focuses more on environmental quality, multimodalism, and performance-based planning. Staff tailored each chapter of the

document to coincide with these new expectations to comply with the funding bill. This was accomplished in several ways.

Due to the evolving nature of planning, staff conducted hundreds of hours of research to adequately cover topics in the MTP. This ranged from environmental protection strategies to operational efficiencies. Each chapter of the document reflected the previous MTP (2035) and was updated to address current planning practices. Some chapters, such as Multimodal Solutions, were completely overhauled to adapt to the changing culture in transportation planning.

Environmental considerations such as sustainability, climate change, and greenhouse gases were addressed in the MTP 2040, as well as livability. The goals and objectives of the MTP 2040 are targeted at reducing vehicle miles traveled and congestion, which in turn, reduces CO² emissions.

In order to solicit public input, the MPO created a survey which was distributed through several delivery methods. There were three primary forms, an online version, a full-size hard copy, and a smaller format version for the local newspaper. These three formats were distributed in as many ways as possible. (A detailed explanation of the extensive survey advertising and distribution efforts can be found on page 18 of the Longview MTP 2040.) The MPO received 353 responses total. The results were totaled, analyzed, and presented to the Policy Board, the Technical Committee, and the Public Transportation Advisory Committee (PTAC). Staff created a 44-page survey summary document. The results were also published on the MPO's website. Written comments were sorted and distributed to the appropriate city departments, and Longview Transit by the category of the survey comments.

Staff met with several departments within the City of Longview to determine current plans, needs, and operations. This included Longview Public Works, Longview Transit, and Longview Public Works. Public Transportation goals, objectives, and future planning initiatives were collaborated and coordinated between MPO and Longview Transit staff. Staff also consulted with departments such as the chambers of commerce and economic development corporations of the region to ensure that all topics related to transportation in the region were adequately covered. A customized letter was mailed to consultative partners to solicit public input and comments on the 2040 MTP.

Staff, in association with consultants Kimley-Horn & Associates (KHA) held a public meeting that acted as a call for MTP projects and public input to the Thoroughfare Plan. This evening public meeting was held on July 16, 2014 as part of a full day exercise (2 meetings) conducted by KHA. The public meeting was an open house format to allow members of the public to come and go freely to express thoughts and concerns. Comments were documented and implemented in the MTP creation process. Earlier in the day, the Policy Board met and KHA presented and facilitated discussion of the draft performance measure-based goals for the Thoroughfare Plan and MTP project prioritization.

An MTP Goals Subcommittee was formed to review and recommend MTP goals to the Technical Committee. The draft MTP was presented to the Technical Committee in August

and September. Also in September, the Technical Committee extensively discussed and reviewed the revenue forecast and candidate projects based on MTP project prioritization.

The MTP 2040 update was not completed in fiscal year 2014 and will be a carryover into fiscal year 2015.

Subtask 4.2 Thoroughfare Plan – the development of a thoroughfare plan document that describes the thoroughfare planning process, review of current and future planned projects in the area, analysis results, creation of a thoroughfare plan map, standard cross section by functional classification and local street guidelines for development. The thoroughfare plan will help preserve highway corridors for development. Developed prior to the MTP, the thoroughfare plan will assist in the identification of projects for future MTPs. The thoroughfare plan will be developed by a consultant and will provide a long term vision of the major street network necessary to meet future travel needs.

Subtask 4.2 Work Performed and Status –

The MPO Regional Thoroughfare Plan was created by a process of determining future transportation infrastructure needs based on changing mobility patterns and demographic shifts. The Thoroughfare Plan creation process was coordinated from the beginning with Kimley-Horn & Associates (KHA), MPO Technical Committee, and Policy Board.

The consultants began the process by conducting several phone calls with MPO staff to coordinate scope of work. KHA then hosted a work session with the Technical Committee in a morning meeting, a joint worksession/meeting with the Technical Committee and the Policy Board in the afternoon. These meetings developed a strategy for the consultants to create the first draft versions of the Plan.

KHA joined multiple Technical Committee meetings in person and via web conference following the May 20, 2014 meetings to refine the Plan. This involved heavy discussion about perceived needs versus what the Travel Demand Model showed as needs. This led KHA to their first draft Thoroughfare Plan document.

With suggestions from the Technical Committee and MPO staff, KHA staff provided multiple travel demand model scenarios to showcase level-of-service change. Scenarios included a no-build which only included committed projects, a full build that included all recommended projects, and a refined build that was optimized for performance and reasonableness by KHA staff. This refined build was the basis for the construction of the Thoroughfare Plan and MTP update's fiscally constrained project list.

Monthly and weekly webinar meetings were held with KHA and MPO staff throughout the consultant contract period. The draft Regional Thoroughfare Plan was coordinated with the City of Longview's Comprehensive Plan through several meetings with consultants, Freese & Nichols, Inc. (FNI). The coordination of the two planning efforts was essential to ensure consistency between the transportation planning documents.

In September, the MPO Director met with Gladewater staff and made a presentation to the Gladewater City Council regarding the Thoroughfare Plan map alignments within Gladewater. Using alternative analysis, KHA ran the travel demand model with a new southwest and northwest Loop 485 alignments. The Gladewater City Council was in agreement to add a new alignment of southwest Loop 485 to the Thoroughfare Plan map, but not a northwest segment.

The remaining work on this task, such as staff and Technical Committee review and comments on the draft Thoroughfare Plan and plan adoption, is a carryover into FY 2015.

Subtask 4.3 Travel Demand Model Review and Alternatives Analysis – travel demand model review, model updates, alternatives analysis by MPO staff and a consultant. Alternatives analysis staff training by a consultant. TransCad software will be utilized during alternatives analysis. As a result of the metropolitan area boundary expansion in Subtask 2.5, the MPO, with the assistance of TxDOT, the Texas Transportation Institute and/or a consultant, will identify an “off-model” methodology for projects in the new areas not covered in the 2007- 2040 Travel Demand Model.

Subtask 4.3 Work Performed and Status –

During the 2013 fiscal year, MPO staff received their finalized 2007 base/2040 forecast year travel demand model (TDM). This TDM was delivered by TxDOT and presented to the Technical Committee and Policy Board. In fiscal year 2014, MPO staff issued a Request for Proposals, created a RFP evaluation team, negotiated and executed a contract with Kimley-Horn & Associates (KHA) to perform several tasks related to the development of the 2040 Metropolitan Transportation Plan.

KHA staff received the model data from MPO staff and began running quality checks on the TDM. KHA reviewed the current TDM to ensure accurate demonstration of the base (2007) and future (2040) road networks. The networks were verified with the previous TIP, MTP, City Capital Improvement Program, and any city or county plans adopted since the last MTP update. KHA determined that the results did not contain any abnormalities affecting model performance. Following the model integrity review, KHA created the 2007 Level of Service map, the 2007 Volumes map, and projected volumes, capacity and level of service maps for the four alternatives analysis scenarios.

KHA furthered this task by running alternatives analysis. KHA staff, during the May 20, 2014 work session, received comments from the Technical Committee on where potential projects could be needed. Suggestions for new roadway projects and upgrades to existing facilities (expansion projects) were recorded by KHA and then returned to their offices.

With suggestions from the Technical Committee and MPO staff, KHA staff provided multiple scenarios to showcase level-of-service change. Scenarios included a no-build which only included committed projects, a full build that included all recommended projects, and a refined build that was optimized for performance and reasonableness by KHA staff. This

refined build was the basis for the construction of the Thoroughfare Plan and MTP update's fiscally constrained project list.

The KHA staff also developed an "off-model" methodology. This methodology was used to determine the effect of the expanded planning area which was not included in the 2007 base year model. The planning area extension occurred after the travel demand model was finalized and delivered to the MPO. The off-model methodology was included in the MTP 2040 update.

The travel demand model review, traffic assignment results, alternatives analysis (scenarios 1 – 4) and the off-model methodology are documented in the 17 page technical document, titled "Longview MPO Travel Demand Model Update Methodology".

The majority of this subtask was completed in fiscal year 2014. TransCad software training of MPO staff by Kimley-Horn & Associates will occur at the MPO's offices in December 2014; therefore, a component of this subtask will be a carryover into 2015.

Subtask 4.4 Metropolitan Transportation Plan project prioritization – develop a comprehensive project list, criteria categories, decision matrix and scoring criteria. A final analysis will be performed and a project prioritization document detailing the process and a list of projects ranked in order of priority and by improvement type will be developed by a consultant.

Subtask 4.4 Work Performed and Status –

During Kimley-Horn & Associate's (KHA) work on the Thoroughfare Plan, Subtask 4.2 and travel demand model (TDM), Subtask 4.3, a list of projects was formulated. These projects represented a reasonable growth over the next 25 years. These projects were then inputted into a matrix for prioritization which was based on several measures of effectiveness (MOEs). These MOEs were categorized under safety, maintenance, environmental sustainability, economic vitality, transportation choices, and functional classification.

Each of the six (6) MOEs, based on discussion from the May 20, 2014 work session, was given a percentage value of the total score. These percentages were created, and refined throughout the consultant's progression through the task. The score of each MOE was weighted by this percentage to give a point total.

The scoring of the MOEs was determined, some, by quantifiable data while others were qualitative. Quantitative MOEs, such as safety, were scored through quantifiable analysis using obtained data. Qualitative measures, such as economic vitality, were determined through perceived benefit.

On August 25, 2014, MPO staff met with key Technical Committee members and KHA staff to 'beta test' some of the MOEs. This was done by giving scores based on early assumptions and determining whether prioritization method was effective. This helped refine the method even further to a more precise, effective, and implementable system.

In September, the Technical Committee met, reviewed the prioritization results, then made minor refinements and finalized the MTP project prioritization methodology.

This prioritization method was used in the 2040 MTP fiscally constrained list of projects, the illustrative needs list of state and federal projects, and local needs lists. This subtask was completed by KHA consultants in FY 2014.

Subtask 4.5 Travel Demand Model tasks for 2012 base year – socioeconomic data collection, network coding and developing a new traffic analysis zone structure for Upshur County for use in the 2012 base year model.

Subtask 4.5 Work Performed and Status –

The only work performed under this task was the delivery of the 2012 Texas Workforce Commission employment data by Texas Department of Transportation (TPP) modelers. The remaining work under this task will be a carryover into FY 2015.

Subtask 4.6 Long-term planning assistance for public transportation to include projections of future transit system demand; provide assistance with the formulation and the coordination of a Regional Public Transportation Plan; assistance with fixed route transit system planning; planning for the safety and security of transit passengers; communication and coordination with other transportation modes, such as rail, commercial bus and air; review of special populations such as low-income, minority, elderly and disabled.

Subtask 4.6 Work Performed and Status –

MPO staff worked with Longview Transit management to identify the long-term goals and objectives for transportation planning for the Longview Transit system to maximize and investigate options for improving the efficiencies of the bus routes and for increasing ridership within the transit system over a long-term planning horizon. Work contained in this subtask is on-going.

Planning efforts was focused on reinvestment zones and their expansion to include development around the Longview Multimodal Center, additional property acquisition, safety management, sidewalks and pedestrian access, among many others.

Longview MPO staff met with the Longview Transit Manager, the Transit Mobility Manager and other transit staff to discuss long-range plans for public transportation system and ways to maximize efficiencies over time. Such efficiencies include additional development of the Longview Multimodal Center, discussion of future driveway points to enhance accessibility by the public and public transportation buses, and other property enhancements to public transportation.

The MPO Director and Transportation Planner are members of EasTexConnects, the East Texas Regional Public Transportation Coordination Plan Committee. The MPO Transportation Planner is the chairperson of the Planning & Development Subcommittee. The EasTexConnects Regional Coordination Plan consists of short, mid-term and long-term strategies. The short and mid-term strategies are identified in Subtask 3.2. This is an on-going subtask.

Long-Term Strategies (6-10 Year Horizon)

- Strategy 15: Encourage MPOs to promote transit-oriented development
- Strategy 16: Optimize Amtrak stations as major transfer centers
- Strategy 17: Administer regional vanpool program
- Strategy 18: Online ride-matching software
- Strategy 19: Consolidation of scheduling service into one system
- Strategy 20: Collaborate future transit planning with multimodal efforts

TASK 4.0 FUNDING SUMMARY FY 2014

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$95,000.00	\$115,940.99	(\$20,940.99)	122.04%
Local Funds	\$0.00	\$0.00	\$0.00	0.00%
FTA	\$0.00	\$0.00	\$0.00	0.00%
CMAQ	\$0.00	\$0.00	\$0.00	0.00%
STP/MM	\$0.00	\$0.00	\$0.00	0.00%
TOTAL	\$95,000.00	\$115,940.99	(\$20,940.99)	122.04%

TASK 5.0

SPECIAL STUDIES

TASK SUMMARY

To further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants in support of existing or projected local and regional needs.

Subtask 5.1 Mobility/Congestion Monitoring – Collect and monitor traffic data to increase mobility, reduce congestion, and increase the reliability of the transportation system. Measure mobility changes, such as travel time, to identify congested locations and time periods to reduce congestion or to proactively identify and mitigate congestion difficulties before they worsen. Coordinate traffic monitoring activities with the city's Traffic Department to improve traffic signal coordination. Collection of traffic data can also be applied to the planning of Congestion Mitigation Air Quality (CMAQ) projects, should non-attainment designation occur.

Subtask 5.1 Work Performed and Status –

Due to the reduction of MPO staff from 3 to 2 FTEs, this program could not continue as previously organized. MPO staff continued to investigate available data to create a congestion monitoring system with available resources.

Subtask 5.2 Safety Management – as transportation projects are planned, discuss, monitor and evaluate accident locations, traffic operations, develop prevention strategies and make recommendations for improvements. Gather traffic accident intersection data along major corridors, analyze data and develop strategies for safety improvements will be performed by MPO staff and a consultant. Maintain sidewalk, bicycle and pedestrian facilities inventory and analysis to improve safety, increase public awareness, identify safety concerns and encourage alternate modes of transportation.

Subtask 5.2 Work Performed and Status –

MPO Staff gathered accident data through TxDOT's Crash Records Information System (CRIS) database. These data were compiled through GIS and visualization software to identify crash hotspots in the Longview MAB. Crash hotspots were reviewed by the Technical Committee periodically when projects were considered and evaluated. Specific corridors examined for crash hotspots were U.S 80, Loop 281 and US 259.

These accident data were used extensively as part of project prioritization for the MTP to determine crash rates along project/ major corridors. Crash rate data were grouped into ranges: Over 100% above the state average, 60 – 100% above the state average, 30 – 60% above the state average, etc. when scoring and ranking projects for the MTP. The remaining work under this task will be a carryover into FY 2015.

TASK 5.0 FUNDING SUMMARY FY 2014

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$21,000.00	\$3,044.29	\$17,955.71	14.50%
Local Funds	\$0.00	\$0.00	\$0.00	0.00%
FTA	\$0.00	\$0.00	\$0.00	0.00%
CMAQ	\$0.00	\$0.00	\$0.00	0.00%
STP/MM	\$0.00	\$0.00	\$0.00	0.00%
TOTAL	\$21,000.00	\$3,044.29	\$17,955.71	14.50%

TOTAL TRANSPORTATION PLANNING FUNDS (TPF)

BUDGETED AND EXPENDED FOR FY 2014

UPWP Task	Description	Amount Budgeted	Amount Expended	Balance	% Expended
1.0	Administration-Management	\$45,500.00	\$54,280.37	(\$8,780.37)	119.30%
2.0	Data Development and Maintenance	\$28,500.00	\$25,386.10	\$3,113.90	89.07%
3.0	Short Range Planning	\$64,000.00	\$31,683.06	\$32,316.94	49.50%
4.0	Metropolitan Transportation Plan	\$95,000.00	\$115,940.99	(\$20,940.99)	122.04%
5.0	Special Studies	\$21,000.00	\$3,044.29	\$17,955.71	14.50%
TOTAL		\$254,000.00	\$230,334.81	\$23,665.19	90.68%

TOTAL STP MM FUNDS (TPF)

BUDGETED AND EXPENDED FOR FY 2014

UPWP Task	Description	Amount Budgeted	Amount Expended	Balance	% Expended
1.0	Administration-Management	\$0.00	\$0.00	\$0.00	0.00%
2.0	Data Development and Maintenance	\$0.00	\$0.00	\$0.00	0.00%
3.0	Short Range Planning	\$0.00	\$0.00	\$0.00	0.00%
4.0	Metropolitan Transportation Plan	\$0.00	\$0.00	\$0.00	0.00%
5.0	Special Studies	\$0.00	\$0.00	\$0.00	0.00%
TOTAL		\$0.00	\$0.00	\$0.00	0.00%

Not Applicable

**TOTAL LOCAL PLANNING FUNDS (TPF)
BUDGETED AND EXPENDED FOR FY 2014**

UPWP Task	Description	Amount Budgeted	Amount Expended	Balance	% Expended
1.0	Administration-Management	\$0.00	\$0.00	\$0.00	0.00%
2.0	Data Development and Maintenance	\$0.00	\$0.00	\$0.00	0.00%
3.0	Short Range Planning	\$0.00	\$0.00	\$0.00	0.00%
4.0	Metropolitan Transportation Plan	\$0.00	\$0.00	\$0.00	0.00%
5.0	Special Studies	\$0.00	\$0.00	\$0.00	0.00%
TOTAL		\$0.00	\$0.00	\$0.00	0.00%

Not Applicable

**TOTAL CMAQ FUNDS
BUDGETED AND EXPENDED FOR FY 2014**

UPWP Task	Description	Amount Budgeted	Amount Expended	Balance	% Expended
1.0	Administration-Management	\$0.00	\$0.00	\$0.00	0.00%
2.0	Data Development and Maintenance	\$0.00	\$0.00	\$0.00	0.00%
3.0	Short Range Planning	\$0.00	\$0.00	\$0.00	0.00%
4.0	Metropolitan Transportation Plan	\$0.00	\$0.00	\$0.00	0.00%
5.0	Special Studies	\$0.00	\$0.00	\$0.00	0.00%

Not Applicable