

# UNIFIED PLANNING WORK PROGRAM



FY 2018 & FY 2019



**Longview Metropolitan Planning Organization**

Adopted by the MPO Policy Board - July 26, 2017

Revised - February 28, 2018

August 22, 2018 & April 24, 2019

---

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

*The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.*

# TABLE OF CONTENTS

Introduction .....	4
Purpose .....	4
Definition of Area .....	5
Organization .....	5
Private sector involvement .....	6
Planning Issues and Emphasis Areas .....	6
U.S. Department of Transportation Planning Emphasis Areas .....	7
Task 1 – Administration and Management .....	9
Subtask 1.1 Program support and administration .....	9
Subtask 1.2 Title VI Civil Rights/Environmental Justice .....	10
Subtask 1.3 Public participation .....	10
Subtask 1.4 Training and travel .....	10
Task 1 Funding Summary .....	11
Task 2 – Data Development and Maintenance .....	12
Subtask 2.1 Maintenance of data.....	13
Subtask 2.2 Geographic Information System and I.T. maintenance .....	13
Subtask 2.3 Performance Measures .....	13
Task 2 Funding Summary .....	14
Task 3 – Short Range Planning.....	15
Subtask 3.1 Transportation Improvement Program .....	16
Subtask 3.2 Short range planning, coordination and project development .....	16
Subtask 3.3 Local and regional public transportation planning .....	17
Subtask 3.4 Regional and statewide planning initiatives .....	17
Subtask 3.5 Transportation-related air quality planning .....	18
Subtask 3.6 Multimodal Center and Comprehensive Planning .....	18
Task 3 Funding Summary .....	18
Task 4 – Metropolitan Transportation Plan .....	19
Subtask 4.1 Revisions to Metropolitan Transportation Plan 2040 .....	19
Subtask 4.2 Development of Metropolitan Transportation Plan 2045 .....	20
Subtask 4.3 Thoroughfare Plan Update.....	20
Subtask 4.4 Travel Demand Model .....	20
Task 4 Funding Summary .....	21
Task 5 – Special Studies .....	22
Subtask 5.1 Bicycle and Pedestrian Plan .....	22
Subtask 5.2 Safety, Mobility and Congestion Monitoring .....	23
Task 5 Funding Summary .....	23
Unified Planning Work Program FY 2018 & FY 2019 Funding Summary .....	24
Appendix A – Transportation Policy Board & Technical Committee .....	25
Appendix B – MPO planning area map.....	26
Appendix C – Debarment Certification .....	27
Appendix D – Lobbying Certification .....	28
Appendix E – Certificate of Compliance .....	29
Appendix F – Certification of Internal Ethics & Compliance Program .....	30

# UNIFIED PLANNING WORK PROGRAM

## INTRODUCTION

The Longview Metropolitan Planning Organization (MPO), acting through the City of Longview Planning Department and coordinating with the Texas Department of Transportation, is responsible for coordinated, comprehensive, and continuing transportation planning for all modes of transportation in the Longview Metropolitan Area, as required by the Fixing America's Surface Transportation (FAST) Act. The Longview MPO serves the cities of Longview, White Oak and Gladewater within Gregg County and very small portions of western Harrison County and southeastern Upshur County.

As an urbanized area with a population of over 50,000, the City of Longview was designated as the Metropolitan Planning Organization (MPO) by the governor in 1988. The MPO staff includes a Transportation Planning Manager serving as the MPO Planning Director, and a Transportation Planning Technician. This document identifies and outlines the transportation planning activities to be performed by MPO staff in FY 2018 & FY 2019. Federal metropolitan planning funds and state matching development credits for transportation planning are provided to the MPO through the Texas Department of Transportation.

The Longview MPO is governed by a Transportation Policy Board comprised of elected and non-elected officials from the cities of Longview, White Oak, and Gladewater; the counties of Gregg, Harrison and Upshur counties; the Texas Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. The MPO Policy Board is the top-level transportation planning committee providing review, policy guidance and decision making for transportation planning efforts in the Longview Metropolitan Area. The Transportation Policy Board membership list is located in Appendix A.

## A. PURPOSE

The 2018 & 2019 Unified Planning Work Program (UPWP) describes and schedules work to be undertaken in pursuit of the Longview Urban Transportation Study transportation planning process for two years: the Fiscal Year 2018 (10/1/17 – 9/30/18) and Fiscal Year 2019 (10/1/18 – 9/30/19). All elements of this work program are described in subtasks that will facilitate federal transportation planning goals, including a performance-based approach in the transportation planning and programming process. As a federal transportation priority, a performance-based approach for the Longview MPO is being developed as federal rulemaking and guidance is issued.

The Fixing America's Surface Transportation (FAST) Act, the federal transportation legislation, requires that transportation planning addresses ten (10) broad areas. The 2018 & 2019 UPWP includes tasks that will allow on-going evaluation of the metropolitan area's needs in relation to these ten broad areas:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect & enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism

Recognizing the importance of public involvement, the Longview MPO implements procedures to insure that the public is fully informed about transportation issues and is given reasonable public access to transportation plans and project documents; and that the public has opportunities to express their opinions and concerns about transportation issues in an orderly manner, in an appropriate forum. The Longview MPO involves citizens in the planning process in accordance with its Public Participation Plan. The draft 2018 & 2019 Unified Planning Work Program (UPWP) was reviewed by the MPO Technical Committee on May 31 and July 19, 2017. The UPWP was adopted by the MPO Policy Board at a public meeting on July 26, 2017. The UPWP was revised on February 28, 2018 to add \$45,024 of State Planning Research funding to Task 5.1 for the Bicycle and Pedestrian Plan consulting contract. An additional revision was made on August 22, 2018 to shift \$55,000 of programmed funds from FY 18 to FY 19 in support of an updated timeline to complete Task 4.0 long-range transportation planning tasks. The most recent revision was made on April 24, 2019 to revise the position title for the second MPO staff member. In addition, expected FY 18 carryover funds were programmed to FY 19.

## **B. DEFINITION OF AREA**

The Longview Metropolitan Area includes the cities of Longview, White Oak, Gladewater, Clarksville City, Warren City, Union Grove, East Mountain and Lakeport, and portions of Gregg County, western Harrison County and southeastern Upshur County. A map of the Longview Metropolitan Area can be found in Appendix B.

## **C. ORGANIZATION**

### MPO Transportation Policy Board

The Metropolitan Planning Organization is governed by a committee known as the Policy Board. The Policy Board is the top-level transportation planning committee providing both review and policy guidance for transportation planning efforts in the Longview Metropolitan Area. These efforts are undertaken by the planning staff of the City of Longview acting as the Metropolitan Planning

Organization and coordinated with the Texas Department of Transportation. The Policy Board is chaired by the Mayor of the City of Longview, and includes as voting members: the Gregg County Judge, the Harrison County Commissioner for western Harrison County, the Upshur County Judge, the Mayor of White Oak, the Mayor of Gladewater, the Longview City Manager, the Texas Department of Transportation (TxDOT) District Engineers for the Tyler and Atlanta Districts, the Director of Development Services and the Director of Public Works for the City of Longview. Non-voting members are the State Representatives for Districts 7 and 9, the MPO Coordinator for the Texas Department of Transportation and the Transportation Planning Coordinator for the Federal Highway Administration. An MPO Policy Board membership list is located in Appendix A.

#### MPO Technical Committee

Professional and technical review and recommendations are the responsibilities of the Technical Committee. Members of the Technical Committee include: the Directors of Development Services and Public Works, Assistant Director of Development Services, Assistant Director of Public Works, City Engineer, City Planner, Transportation Planning Manager (MPO Director) and Transportation Planning Technician for the City of Longview, the City Manager for the City of White Oak, the City Manager for the City of Gladewater, the Director of Transportation Planning and Development and District Liaisons for TxDOT Tyler and TxDOT Atlanta Districts, the Longview Area Engineer for TxDOT; the Longview Transit Manager, a North East Texas Regional Mobility Authority board member, the Director of Transportation for the East Texas Council of Governments (ETCOG), the FHWA Transportation Planning Coordinator; the TxDOT MPO Coordinator, a Federal Transit Administration regional representative. A Technical Committee membership list is located in Appendix A.

#### MPO Staff

The MPO staff includes two full-time employees: a Transportation Planning Manager, serving as the MPO Planning Director, and a Transportation Planning Technician. The MPO Director is responsible for the administration of the MPO and coordination of transportation planning initiatives. The Transportation Planning Technician is responsible for technical analysis and evaluation, as well as, critical transportation planning tasks. The Longview Metropolitan Planning Organization's offices are located in the City of Longview Development Services Building, 410 S. High St., Longview, Texas, 75601.

### **D. PRIVATE SECTOR INVOLVEMENT**

Consultants provide highly technical expertise to further the goals of the MPO planning process. Transportation planning consultants may be utilized for the following work plan subtasks:

- Task 2.1 - Maintenance of physical inventories, data and monitoring growth and development
- Task 2.3 – Performance Measures
- Task 3.5 - Air quality technical tasks and preliminary Transportation Conformity work
- Task 4.2 - Metropolitan Transportation Plan 2045 project prioritization, travel demand model analysis, performance measures and MTP document
- Task 4.3 - Thoroughfare Plan update
- Task 4.4 - Travel Demand Model
- Task 5.1 - Bicycle and Pedestrian Plan
- Task 5.2 - Safety, Mobility & Congestion Monitoring

## **E. PLANNING ISSUES AND EMPHASIS AREAS**

The FY 2018 and FY 2019 UPWP addresses an integrated multimodal transportation system which strives to increase safety, improve connectivity and reduce congestion while improving air quality, and emphasizes the preservation of the existing transportation infrastructure. Planning issues and emphasis for the Longview Metropolitan Area include:

- Bicycle and Pedestrian Plan – the administration and management of a consultant to develop a plan that proactively guides the development of an interconnected network of bicycle and pedestrian facilities to improve access, mobility, livability and safety of non-motorized transportation. (Task 5.1)
- The 2019 - 2022 Transportation Improvement Program and Metropolitan Transportation Plan 2045 – engage the public and conduct public involvement activities, as identified in the MPO’s Public Participation Plan, during the development and adoption of the short and long-term transportation plan documents. Increase safety of major thoroughfares while improving mobility and emphasizing the preservation of the transportation infrastructure. (Task 3.1 & 4.2)
- Travel demand model – activities to include the gathering and allocation of socioeconomic data for the 2013 base year. Building on the model base year, travel demand model forecasting will target the interim years and forecast years of 2045 and 2050 and provide indicators of future traffic. (Task 4.4)
- Air quality transportation planning – provide transportation-related air quality planning through coordination with federal, state, local and regional entities. Air quality activities will focus on coordinating with other affected agencies, monitoring the ozone air quality and ozone standard; and coordination, as well as, participation in the North East Texas Air Care 5-county region, and the statewide committee; Technical Work Group of non-attainment and near non-attainment MPOs. Make preparations for preliminary transportation conformity demonstration, should non-attainment designation occur. (Task 3.5)
- Thoroughfare Plan update - the MPO Thoroughfare Plan will be updated during the development of the MTP 2045. The Thoroughfare Plan provides a long term vision of the major street network necessary to meet future travel needs. (Task 4.3)
- Public transportation – continue to provide planning assistance to and coordinate with planning efforts of Longview Transit fixed route & demand response transit system; and with EasTexConnects, the regional public transportation coalition. (Task 3.3)
- Safety and security of the transportation system will be addressed as transportation projects are developed and planned. Traffic accident data along major thoroughfares will be gathered and analyzed in order to develop prevention strategies and make recommendations for improvements. (Tasks 3.2 & 5.2)

## **F. U.S. DEPARTMENT OF TRANSPORTATION PLANNING EMPHASIS**

The U.S. Department of Transportation issued guidance on three planning emphasis areas for MPO Unified Planning Work Programs. The three (3) planning emphasis areas are:

1. MAP-21 Implementation: Transition to Performance-based Planning and Programming
2. Regional Models of Cooperation
3. Ladders of Opportunity: Access to Essential Services.

The Longview MPO will address the U.S. DOT Planning Emphasis Areas in the following methods within these work program tasks:

- Transition to Performance-based Planning and Programming – a data inventory will be conducted to allow the MPO to understand what type of activities can be supported and are readily available, given the state’s performance target. (Task 2.3) Geographic Information System software is one method in which performance data may be analyzed. (Task 2.2)
- Regional Models of Cooperation; a regional approach to transportation planning by promoting cooperation and coordination across transit agencies, Metropolitan Planning Organizations (MPOs) and state boundaries – continuing and building upon previous working relationships and coordinating with multiple regional transportation planning agencies such as: EasTexConnects, the regional public transportation coalition (Task 3.3); North East Texas Regional Mobility Authority, the East Texas Rural Planning Organization, the Tyler MPO, and the Texarkana MPO (Task 3.4); and in coordination with transportation-related air quality working groups, such as the statewide Technical Working Group and North East Texas Air Care (Task 3.5).
- Access to Essential Services – identify transportation connectivity gaps in accessing essential services such as employment, health care, schools, education and recreation through facilitating the goals of the EasTexConnects’ Regional Coordination Plan (Task 3.3); evaluate the effectiveness of public transportation plans for engaging the transportation disadvantaged communities in the transportation decision making process. (Task 1.2); utilize Geographic Information System technology to inventory the transportation system and identify gaps (Task 2.1); and identify communities at risk for reliance on public transportation using socioeconomic data from the travel demand model (Task 4.4).

# TASK I – ADMINISTRATION & MANAGEMENT

## A. OBJECTIVE

To insure that the Longview Metropolitan Area 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 ensures that all transportation planning federal, state and local guidelines and regulations are met.

## B. EXPECTED PRODUCTS

The sustainment of the transportation planning process and enhancement of transportation planning services within the planning area. A management structure to fulfill the goals and objectives of the FY 2018 & FY 2019 Unified Planning Work Program (UPWP); on-going compliance with state and federal requirements and regulations; processing required billings, reports and documents; and staff training.

## C. PREVIOUS WORK

1. FY 2016 & FY 2017 Unified Planning Work Program
2. FY 2016 Annual Performance & Expenditure Reports
3. FY 2016 Annual Listing of Projects
4. Public Participation Plan evaluated, no revisions were required
5. Program and staff management; staff training and education
6. Conducted and facilitated the MPO Policy Board and Technical Committee meetings
7. Public notification, public participation and public outreach activities for MPO Policy Board meetings and public meetings
8. MPO administrative and fiscal operations; compliance with federal, state and local regulations
9. Environmental Justice activities of the 2017 - 2020 Transportation Improvement Program
10. Updated MPO webpage with the latest news, maps and documents
11. Decision Lens software training
12. MPO staff made transportation presentations to civic groups
13. MPO staff attended local, regional, state transportation meetings, training & conferences
14. Collaborated, evaluated candidate criteria, revised and finalized a new highway funding formula for Texas MPOs

## D. SUBTASKS – ADMINISTRATION & MANAGEMENT

- I.1 Program support and administration – This element includes a management structure to fulfill the goals and objectives of the FY 2018 & FY 2019 Unified Planning Work Program (UPWP); on-going compliance with state and federal requirements and regulations; compliance with the Fixing America’s Surface Transportation (FAST) Act rulemaking; purchase of office supplies, materials, furniture, equipment, computers, monitors, printers, plotters and related computer equipment; equipment purchases exceeding \$5,000 per unit require prior approval from TxDOT-TPP; providing support and facilitating the Technical Committee and Policy Board meetings; producing maps, handouts and presentations for meetings; creating meeting minutes; grant administration; record keeping and audits; process

the required monthly TxDOT billing statements; revising the 2018 & 2019 UPWP, as needed; development of 2020 & 2021 UPWP; publishing the Annual Listing of Projects for projects funded during the previous fiscal year in the Longview Metropolitan Planning Area, preparation of the Annual Performance and Expenditure Report; developing technical memorandums to document work processes; annual city budget, budget documents; 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; handling inquiries and questions from the public and 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; manage, schedule and direct MPO planning work and coordination activities; facilitate collaborative transportation planning between agencies, be responsible for the supervision and evaluations of staff; training of the Transportation Planning Technician; 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 consultants, contract performance and final approval of billing statements. The Transportation Planning Technician is responsible for technical analysis and evaluation, providing transportation planning support to the MPO Director, as well as, critical transportation planning tasks.

- I.2 Title VI Civil Rights/Environmental Justice – MPO staff will ensure that minority and low-income populations, and citizens who have limited proficiency in English have the opportunity to participate in the transportation planning process. Transportation plans 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. Staff will utilize GIS technology to produce maps identifying the TIP and MTP projects, overlaid on a map showing income and ethnic group dispersion by traffic analysis zone, to illustrate the principles of Environmental Justice are satisfied.
- I.3 Public Participation – MPO staff will conduct public outreach and public meetings during the development of all transportation plans, planning documents, programs and studies. Public outreach may take place in the form of presentations to government, civic, educational and public organizations, newspaper and on-line surveys, as well as social media. MPO staff will coordinate and assist at public meetings with the Texas Department of Transportation. The Public Participation Plan will be evaluated regularly, monitored for effectiveness, and revised as needed. The Public Participation Plan will be evaluated in terms of effectively engaging transportation disadvantaged communities in the transportation decision making process. The Public Participation Plan will be revised to include FAST Act regulations. MPO staff will investigate public involvement best practices of other small to medium sized MPOs. Public meetings will be held in accordance with the Public Participation Plan and governing regulations to maximize public engagement.
- I.4 Training and Travel – MPO staff will attend 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 participation at

the Association of Texas Metropolitan Planning Organizations (TEMPO) meetings and on TEMPO committees for statewide MPO initiatives; MPO staff attendance to regional, state and national conferences conducted by the American Planning Association, the Association of Metropolitan Planning Organizations, Texas Department of Transportation, National Highway Institute, ESRI GIS software, and other transportation planning related organizations. Out of state travel requires prior approval from TxDOT.

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5307 FY18 & FY19	Local FY18 & FY19	Total FY 18 & 19
		FY 18	FY 19			
I.1	MPO	\$43,000	\$43,000	\$0	\$0	\$86,000
I.2	MPO	\$2,000	\$2,000	\$0	\$0	\$4,000
I.3	MPO	\$17,000	\$12,000	\$0	\$0	\$29,000
I.4	MPO	\$8,000	\$8,000	\$0	\$0	\$16,000
<b>TOTAL</b>		<b>\$70,000</b>	<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,000</b>

<sup>(1)</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

# TASK 2 – DATA DEVELOPMENT & MAINTENANCE

## **A. OBJECTIVE**

To support the transportation planning process and travel demand modeling, the development, maintenance and the use of analytical tools and 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, map creation, technical analysis to continue and further the goals and objectives of comprehensive transportation planning.

## **B. EXPECTED PRODUCTS**

Data development and data analysis assists in the formulation of transportation plans and for the planning of public transportation. Geodatabases will be developed and maintained for environmental factors, as well as, other aspects that affect transportation planning. An inventory of available data will be conducted to allow the MPO to understand what type of performance measures activities can be supported given the state's performance target. Revise, maintain and update: population, land use, housing, employment, street inventory, sidewalks, pedestrian trails, traffic, urbanized area, metropolitan area, functional classification, and other transportation related data and maps. Create new transportation GIS layers, as needed. Research, obtain and utilize open source data related to transportation. Data will be used for committee evaluation, project analysis and transportation plan revisions, as well as, travel demand model development. Continue to utilize an integrated mapping/database system for data retrieval, analysis, projection, mapping, and graphic publication on elements of transportation planning tasks. Renew annual ESRI's GIS software licenses, receive software upgrades and GIS Help Desk technical assistance from the City of Longview's GIS Division.

## **C. PREVIOUS WORK**

1. Maintained and updated transportation GIS geodatabases, shapefiles and related files, such as land use, population, housing, and employment
2. Planned and coordinated 2013 base year travel demand modeling tasks and agency responsibilities with the TxDOT Modeling Team
3. Collaborated with the Modeling Team on the timeline for model activities
4. Utilized the on-line Model Dashboard; final check and minor adjustments of the 475 traffic analysis zones
5. Completed the network coding for the 2013 model base year
6. Reviewed and analyzed prospective businesses and regional locations to create the special generators for the 2013 model base year project
7. The MPO issued a Request for Proposals and executed a contract with the planning consulting firm of Walter P. Moore and Associates to conclude the 2013 base year travel demand model project.
8. Finalized and submitted the 2013 base year travel model socioeconomic data set to TxDOT modelers in January 2017
9. Renewed ESRI GIS software maintenance contract and software was updated.
10. Created GIS maps for analysis, Technical Committee, Policy Board, and public meetings

11. Coordinated the implementation of Performance Measures with TxDOT
12. Maintained databases of minority & ethnic populations for Environmental Justice review
13. Gathered and developed data for environmental aspects. Utilized GIS applications for making environmental evaluations which show the consequences of various transportation alternatives. Utilized NEPAassist for the FM 2275/George Richey widening project and other projects.
14. TxDOT performed workplace, household, commercial vehicle and external travel surveys for input into the travel demand model.
15. Reviewed the inventory of available data for use with performance measures
16. MPO adopted Longview Transit's Asset Management performance targets for rolling stock in April 2017.

## **D. SUBTASKS - DATA DEVELOPMENT & MAINTENANCE**

- 2.1 Maintenance of physical inventories, data and monitoring growth and development – On-going inventories and review of transportation facilities: the MPO's 475 traffic analysis zones, review and analysis of the American Community Survey, the Census Transportation Planning data, streets, pedestrian and bike facilities, sidewalks, signals and other transportation-related facilities. Updates to the inventory of the existing sidewalks, bikeways, off-road mountain bike trails and other pedestrian and bicycle facilities to include location, length, width, condition and material. Revisions and updates of the Highway Functional Classification system will be performed as needed. On-going data gathering and the monitoring of growth and development trends related to population, minority populations, low-income population, traffic accidents, residential and commercial development, land use, housing and the environment. Work to be performed by a consultant, contract labor and MPO staff.
- 2.2 Geographic Information System (GIS) and I.T. Maintenance – GIS services, software maintenance and support will be provided by the City of Longview GIS Department. This service through a continuous monthly contract includes ESRI ArcGIS software upgrades, GIS Help Desk services for hardware and software, as well as, technical troubleshooting support. Information Technology maintenance includes operating system upgrades, city network, network server, file backups, and internet services and an I.T. HelpDesk for troubleshooting computer hardware and software issues.
- 2.3 Performance Measures – As required, by Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act, a transition to performance-based planning and programming will occur. MAP-21 contains a performance measures requirement regarding the use of statistical evidence to determine progress toward a specifically defined objective. States must establish performance targets within one year after the U.S. Department of Transportation Final Rules are published. MPO will coordinate with the U.S. Department of Transportation and the Texas Department of Transportation (TxDOT) as they develop their performance measures and will establish performance targets once the guidance from TxDOT, Federal Highway Administration and the Federal Transit Administration has been issued. An inventory of available data for the MPO 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. In coordination with

TxDOT, the MPO will identify how to implement performance-based planning that includes collecting performance data, selecting and reporting performance targets and actual system performance related to those targets. The MPO will build upon the previously established performance-based criteria adopted by the MPO Board in November 2014. The MPO will coordinate with Longview Transit and the Federal Transit Administration for performance measures and targets relative to public transportation. Work to be performed by a consultant, contract labor and MPO staff.

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5307 FY18 & FY19	Local FY18 & FY19	Total
		FY 18	FY 19			FY 18 & 19
2.1	MPO	\$5,000	\$9,000	\$0	\$0	\$14,000
2.2	MPO	\$15,000	\$27,000	\$0	\$0	\$42,000
2.3	MPO	\$9,000	\$15,000	\$0	\$0	\$24,000
<b>TOTAL</b>		<b>\$29,000</b>	<b>\$51,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>

<sup>(1)</sup> TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

## TASK 3 – SHORT RANGE PLANNING

### **A. OBJECTIVE**

To undertake transportation planning activities, both local and regional, 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.

### **B. EXPECTED PRODUCTS**

Develop, monitor and revise the Transportation Improvement Program (TIP) to enhance mobility for the Longview area. Collaborate and coordinate short range transportation projects during the various stages of project development. Provide air quality planning coordination and participation with North East Texas Air Care and the statewide Technical Working Group. Provide staff and consultant assistance for transportation conformity demonstration, analysis and implementation strategies to meet the 8-hour ozone standard for the region, should non-attainment designation occur. Assist TxDOT in data collection for Gregg, Harrison and Upshur counties for possible future mobile source conformity determinations required under the Clean Air Act. Comply with the Clean Air Act as outlined in the State Implementation Plan. Provide ongoing MPO staff support in the State Implementation Plan development, coordination and implementation efforts. Program short-term mobility and traffic operation projects to facilitate congestion reduction and cleaner air through the use of mobility funding and Congestion Mitigation Air Quality (CMAQ) funding, should non-attainment designation occur. Planning and coordination of improvements to the Longview Multimodal Transportation Center (Longview Transit, Greyhound and Amtrak complex) to integrate various modes of public transportation. Assist Longview Transit with future expansion and implement measures for a safer, more secure, and more efficient transportation system to the public. Assist with the East Texas Regional Public Transportation Coordination Plan for a fourteen county area. Promote regional transportation planning by providing expertise, coordination and participation with the North East Texas Regional Mobility Authority, the East Texas Rural Planning Organization and regional rail coalitions.

### **C. PREVIOUS WORK**

1. The 2017 - 2020 Transportation Improvement Program was adopted on June 23, 2016 and revised on January 25, 2017.
2. Discussed and evaluated candidate roadway projects; and selected projects for FY 2017 Proposition 1 and Proposition 7 funding.
3. Coordinated the programming of projects with Longview Transit. Attended Public Transportation Advisory Committee meetings. Annually renewed the MPO/Longview Transit Memorandum of Agreement.
4. Membership and participation with the East Texas Regional Public Transportation Steering Committee (EasTexConnects). Assisted with updates and facilitated tasks from the East Texas Regional Public Transportation Plan for a fourteen-county area.

5. Coordinated MPO public meetings with Longview Transit to facilitate public involvement. Provided assistance on public transportation issues of the fixed route transit system and demand response program to facilitate the area's current and future needs.
6. Assisted Longview Transit in performing an equity analysis and the public outreach meeting in March 2017 relating to the construction of a transit transfer center at the Multimodal Transportation Center. The transfer center capital project consists of the purchase of property directly east of the transit facility, demolition of an existing structure, and construction of a new transfer center with individual bus bays, bus terminal and parking.
7. Cooperatively promoted comprehensive regional planning by providing assistance to the North East Texas Regional Mobility Authority and the East Texas Rural Planning Organization.
8. Provided staff support to the state agencies of TxDOT, TCEQ and the interagency committees of the Air Quality Technical Working Group and North East Texas Air Care (NETAC).
9. Attended and provided support at NETAC Technical & NETAC Policy Committee meetings in order to monitor air quality conditions for the impact of possible non-attainment designation as it relates to transportation conformity.
10. Participated as a member, made presentations, provided project updates and coordinated with the Longview Chamber of Commerce Transportation Committee.
11. Attended quarterly Comprehensive Advisory Committee meetings.
12. Attended the Longview Downtown Small Area Plan Committee meetings and the Interstate 20 Small Area Plan Committee meetings during the formulation of these Small Area Plans.

#### **D. SUBTASKS - SHORT RANGE PLANNING**

- 3.1 Transportation Improvement Program (TIP) – The adoption, public involvement and quarterly revisions of the Transportation Improvement Program, as required by federal regulations and the new planning requirements of the Fixing America's Surface Transportation (FAST) Act. The 2017-2020 Transportation Improvement Program will be revised, as needed. The 2019-2022 TIP will be under development in FY 2018. Planning and programming of short-term projects funded with Category 2, Proposition 1 and Proposition 7 will be performed. The TIP adoption and revisions will comply with the procedures outlined in the Public Participation Plan. Projects in the TIP will include the year of expenditure and total project costs. TIP will comply with Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) regulations with inclusion of public transportation Section 5307 (Urbanized Area) and other federal public transportation programs, as applicable. The MPO will coordinate programming activities of the Statewide Transportation Improvement Program (STIP) with TxDOT. TIP projects will be uploaded to the online STIP portal in collaboration with TxDOT.
- 3.2 Short range planning, coordination and project development – The MPO will plan, coordinate and participate in meetings during the project development stages of short range transportation projects. In order to facilitate project development, staff will attend project public meetings, meetings with local officials, coordination meetings with TxDOT for project issues, quarterly TxDOT meetings, coordination meetings with city staff and officials related to short range projects, alternative roadway alignments, safety concerns, bicycle and pedestrian amenities, right-of-way, utility relocations, local match participation and provide planning input. MPO staff will handle citizen requests and phone calls regarding upcoming projects and coordinate such citizen inquiries with TxDOT staff. In conjunction with

TxDOT staff, MPO staff will participate as a member, make presentations, provide input and project updates to the Longview Chamber of Commerce Transportation Committee.

To prepare for the impact of natural disasters, storms, tornadoes, hurricane evacuations, chemical accidents or industrial explosions and their impact to the transportation network, MPO staff will provide short-range transportation planning assistance at the Longview Emergency Operations Center. Transportation planning will be performed during exercise drills and emergency situations to facilitate the movement of people and goods safely and securely in the event roads or highway are damaged, closed or overloaded. Staff assistance 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.

**3.3** Local and regional public transportation planning – The MPO will coordinate and provide local planning assistance to Longview Transit related to study and coordination of options for the multimodal center, connectivity with other transportation modes, such as rail, commercial bus and air; assistance with the fixed route transit system and review of bus routes, fixed route expansions, bus route mapping, bus stops, handicapped ramps, bus shelters; safety planning for transit passengers, review of special populations such as low-income, minority, elderly, disabled; provide assistance with transit studies and participate in Longview Transit’s Public Transportation Advisory Committee. MPO staff will coordinate and provide regional public transportation planning through participation in EasTexConnects (East Texas Regional Public Transportation Coordination Planning Steering Committee), to improve and connect a comprehensive, flexible and sustainable public transportation throughout the fourteen-county East Texas region. The MPO will facilitate the goals of the EasTexConnects’ Regional Coordination Plan. Coordinate and assist with regional project submissions to 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.

**3.4** Interagency coordination on regional and statewide transportation initiatives – In order to provide a coordinated approach that facilitates opportunities related to project delivery, congestion management, mobility, safety, freight, livability, and commerce across boundaries, the MPO will coordinate efforts and collaborate with numerous agencies and planning initiatives. These agencies and initiatives are the Texas Department of Transportation, Federal Highway Administration, North East Texas Regional Mobility Authority (NETRMA), East Texas Rural Planning Organization, East Texas Council of Governments, Tyler Metropolitan Planning Organization, Texarkana Metropolitan Planning Organization, the Northwest Louisiana Council of Governments and the I-69 Corridor Segment One Committee. MPO staff will provide planning assistance and coordination with Interstate 20 studies to address freight issues, develop multimodal solutions, and advance projects to improve access along Interstate 20, as recommended by the Interstate 20 East Texas Corridor Advisory Committee report. MPO staff will promote regional rail transportation by coordinating with the Gregg County Rail District and higher speed rail committees such as East Texas Corridor Council, the NETRMA Rail Subcommittee, and the Texas-Louisiana Rail Coalition to improve higher speed passenger rail and improved freight rail operations of the region. Regionally comprehensive planning will be performed, including coordination efforts with feasibility studies and the Regional Toll Analysis of Toll 49 / East Texas Hourglass

and the Texas Freight Mobility Plan. Participation, membership and coordination with TxDOT's Rail Plan Advisory Committee to update the Texas Rail Plan in order to improve passenger and freight rail transportation.

**3.5** Transportation-related air quality planning – Monitor potential non-attainment designation of the ozone standard and participate in the North East Texas Air Care (NETAC) Technical Committee and NETAC activities. Participation and collaboration with the Technical Working Group (TWG) and the TWG Non-attainment Subcommittee. 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. Monitor 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 agency responsibilities and transportation conformity strategies. Coordinate and assist with the development of transportation conformity and other required documentation by MPO staff and a consultant, if nonattainment designation occurs. Investigate utilizing a consultant for conformity determination and other technical air quality tasks to supplement expertise in order to meet critical deadlines.

**3.6** Multimodal Center planning and the Comprehensive Plan – Coordination and planning for the Multimodal 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. Further assist with implementation and investigate potential funding sources for capital project recommendations of the Pedestrian Transit Access Study for three primary transit routes with the Multimodal Center serving as the transportation hub. Planning assistance and coordination with the implementation of the city's Comprehensive Plan, the Downtown and Interstate 20 Small Area Plans, relative to transportation and land use.

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5307 FY 18	FTA Sect. 5307 FY 19	Local match for FTA 5307 FY 18	Local match for FTA 5307 FY 19	Total	
		FY 18	FY 19					FY 18	FY 19
3.1	MPO	\$9,000	\$8,000	\$0	\$0	\$0	\$0	\$9,000	\$8,000
3.2	MPO	\$6,000	\$12,000	\$0	\$0	\$0	\$0	\$6,000	\$12,000
3.3	MPO	\$13,000	\$24,000	\$80,000	\$80,000	\$16,000	\$16,000	\$109,000	\$120,000
3.4	MPO	\$5,000	\$8,000	\$0	\$0	\$0	\$0	\$5,000	\$8,000
3.5	MPO	\$3,000	\$6,000	\$0	\$0	\$0	\$0	\$3,000	\$6,000
3.6	MPO	\$5,000	\$8,000	\$0	\$0	\$0	\$0	\$5,000	\$8,000
<b>TOTAL</b>		<b>\$41,000</b>	<b>\$66,000</b>	<b>\$80,000</b>	<b>\$80,000</b>	<b>\$16,000</b>	<b>\$16,000</b>	<b>\$137,000</b>	<b>\$162,000</b>

<sup>(1)</sup> TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

<sup>(2)</sup> FTA Section 5307 – Funding to be utilized by Longview Transit for planning purposes.

# TASK 4 – METROPOLITAN TRANSPORTATION PLAN

## A. OBJECTIVES

To develop, monitor, revise, publish and adopt the Metropolitan Transportation Plan (MTP), a model-based plan, to meet the transportation 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.

## B. EXPECTED PRODUCTS

The development of the Longview Metropolitan Transportation Plan 2045, due in November 2019. The existing Metropolitan Transportation Plan (MTP) 2040 will be revised, as needed. Public involvement policies will be implemented to facilitate revisions to the MTP. Building upon the travel demand model base year 2013, the forecast of socioeconomic data, and allocation of the data to traffic analysis zones, travel demand model forecasting will target the interim years of 2018, 2025, 2035 and the forecast years of 2045 and 2050. The travel demand model forecast will be developed and utilized as input for the MTP update; the Metropolitan Transportation Plan 2045.

## C. PREVIOUS WORK

1. MTP revisions were made in January 2017. Revisions consisted of the addition of three highway projects, (SH 42, US 271 and I-20) and the removal of one intersection project. (US 259 at Tryon Rd.)
2. Researched performance measures data and information for MAP-21 compliance of the Metropolitan Transportation Plan.
3. The MPO issued a Request for Proposals and executed a contract with the planning consulting firm of Walter P. Moore and Associates to conduct the travel demand model forecast for the interim years of 2018, 2025 and 2035 and for the forecast years of 2045 and 2050.
4. The forecasting of socioeconomic data for the years of 2018, 2025, 2035, 2045, and 2050 for 485 traffic analysis zones and the network coding were finalized and submitted to TxDOT modelers in the summer of 2017.

## D. SUBTASKS - METROPOLITAN TRANSPORTATION PLAN

- 4.1 Revisions to the Metropolitan Transportation Plan 2040 – As needed, for the twenty-five year, financially constrained, long range transportation plan to include total project costs and year of expenditure. Revisions to the 2040 MTP will be adopted in accordance with the procedures outlined in the Public Participation Plan. Work to be performed by MPO staff.
- 4.2 Development of the Metropolitan Transportation Plan 2045 - Review project prioritization criteria, perform project prioritization analysis, project selection and create the Metropolitan Transportation Plan (MTP) 2045 document due in November 2019. The MTP 2045 is the twenty-five year, financially constrained transportation plan will include total project costs

and year of expenditure and will address Fixing America's Surface Transportation (FAST) Act planning regulations.

The MPO's performance-based project evaluation criteria and project ranking program will be reviewed and revised, if needed. MTP project prioritization analysis will consist of developing a comprehensive list of candidate road segments using a spreadsheet or other software for technical analysis, calculations based on criteria weightings, and utilizing a scoring matrix to determine project scores.

As the MPO transitions to performance-based planning, as required by the FAST Act, an analysis of performance measures will be conducted. The preliminary set of performance measures to be considered are safety, pavement and bridge condition, and transit fleet state of good repair. During the process of MTP development, a technical analysis of accident data, pavement condition and other performance measures will be performed.

The finalized and completed travel demand model results will be used to perform technical analyses of roadway projects and run travel model Alternatives Analysis scenarios using TransCad software during the development of the Metropolitan Transportation Plan 2045.

MTP public involvement activities, technical review and analysis will be conducted. MTP development will include expanded consultation with agencies responsible for historic preservation, natural resource conservation, environmental protection, land use management, tourism and natural disaster risk reduction. MTP will comply with the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act regulations with inclusion of public transportation Section 5307 (Urbanized Area), 5310 (Elderly & Disabled) and other transit programs, as applicable. The 2045 MTP will be adopted in accordance with the procedures outlined in the Public Participation Plan.

Work to be performed by MPO staff and a consultant in FY 18 & FY 19.

- 4.3** Thoroughfare Plan Update – Adopted in 2014, the Longview MPO Thoroughfare Plan will be updated during the development of the MTP 2045. A thoroughfare plan describes the thoroughfare planning process, a review of current and future planned projects in the area, analysis results, a thoroughfare plan map, standard cross sections by functional classification and local street guidelines for development. The Thoroughfare Plan provides a long term vision of the major street network necessary to meet future travel needs. Work to be performed by a consultant and will be conducted in FY 18 & FY 19.
- 4.4** Travel Demand Model – Building on the previously completed travel demand model with a base year of 2013 and forecast out to 2045 and 2050, MPO staff will collaboratively work with TxDOT model staff during the validation and calibration stages of the model to wrap up and complete the model project. MPO staff will adjust, revise or analyze the travel demand model for optimal performance using TransCad and ArcGIS software. Used as an input to the model, demographic forecasting categories include population, housing, income, employment and special generator data for the MPO modeling area. The forecasted

socioeconomic data set and network coding were submitted to TxDOT modelers in the summer of 2017.

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5307 FY18 & FY19	Local FY18 & FY19	Total
		FY 18	FY 19			FY 18 & 19
4.1	MPO	\$4,000	\$4,000	\$0	\$0	\$8,000
4.2	MPO	\$8,000	\$163,000	\$0	\$0	\$171,000
4.3	MPO	\$2,000	\$20,000	\$0	\$0	\$22,000
4.4	MPO	\$6,000	\$6,000	\$0	\$0	\$12,000
<b>TOTAL</b>		<b>\$20,000</b>	<b>\$193,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$213,000</b>

<sup>(1)</sup> TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

# TASK 5 – SPECIAL STUDIES

## **A. OBJECTIVE**

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 transportation needs.

## **B. EXPECTED PRODUCTS**

The creation of a comprehensive Bicycle and Pedestrian Plan for the Longview MPO planning area. Safety management that includes collecting traffic data, monitor traffic and review traffic concerns with emphasis on safety, access, land use issues and efficient traffic operations. Evaluate accident data at hazardous locations and develop prevention strategies to improve safety. Identify locations with traffic congestion, analyze data and devise a plan to reduce delays.

## **C. PREVIOUS WORK**

1. The MPO issued a Request for Qualifications and reviewed consultant responses for the Bicycle and Pedestrian Plan in FY 2017.
2. The Bicycle and Pedestrian Plan contract was executed with the consultant, Toole Design Group in FY 2017. The duration of the bicycle and pedestrian study is twelve months and will carry over into FY 2018.
3. Traffic accident intersection data was collected along major corridors and analyzed to develop strategies for safety improvements. The staff received this data from TxDOT and their Crash Records Information System (CRIS).
4. CRIS accident data was compiled through GIS and visualization software to identify crash hotspots and high crash rate intersections.
5. As transportation projects are conceptualized and planned, the safety of motorists and pedestrians are reviewed and considered.
6. In the previous Unified Planning Work Program, Task 5.2, the Sidewalk Inventory was completed in GIS software by an intern. The sidewalk data collected was sidewalk width, condition, and construction material. The inventory identified gaps within the current sidewalk infrastructure.

## **D. SUBTASKS - SPECIAL STUDIES**

- 5.1 Bicycle and Pedestrian Plan** – A comprehensive MPO Bicycle and Pedestrian Plan will be created that proactively guides the development and implementation of an interconnected network of bicycle facilities, off-road bicycle trails and a system of pedestrian sidewalks and facilities to improve bicycle and pedestrian access, mobility and safety. The plan will enhance livability of the community while providing guidance for cycling and walking in a safer environment for those who want to walk or ride a bicycle to their destinations. The Bicycle and Pedestrian Plan will produce a list of prioritized projects, conceptual drawings, renditions, project costs and will investigate road diets. Work to be performed by a consultant, MPO staff and contract labor. In FY 2018, State Planning & Research funding of \$45,024 supplements the Transportation Planning Funds (PL112) for work performed by a

consultant and MPO staff. (SPR funding - UPWP revision 2/28/18) This subtask was initiated in FY 2017 and will be completed in FY 2018.

**5.2** Safety, mobility and congestion monitoring – 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. Collect and monitor traffic data to reduce congestion, and increase the reliability of the transportation system. Utilize RHiNO speed data to calculate free flow speeds versus actual speeds, thus calculating delay. 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. Work will be performed by MPO staff and a consultant; and is a two-year task.

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5307 FY18 & FY19	Local FY18 & FY19	State Planning & Research FY 18	Total
		FY 18	FY 19				FY 18 & 19
5.1	MPO	\$67,000	\$3,000	\$0	\$0	\$45,024	\$115,024
5.2	MPO	\$6,000	\$26,000	\$0	\$0	\$0	\$32,000
<b>TOTAL</b>		<b>\$73,000</b>	<b>\$29,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,024</b>	<b>\$147,024</b>

<sup>(1)</sup> TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

# FY 2018 & FY 2019 Unified Planning Work Program Summary

UPWP Task	Description	TPF <sup>1</sup> Funds (PLI 12 & Sec.5303)		FTA <sup>2</sup> Section 5307 FY 18&19	Local Funds for FTA 5307 match FY 18&19	State Planning & Research (SPR)	Total Funds
		FY 18	FY 19				
1.0	Administration-Management	\$70,000	\$65,000	\$0	\$0	\$0	\$135,000
2.0	Data Development and Maintenance	\$29,000	\$51,000	\$0	\$0	\$0	\$80,000
3.0	Short Range Planning	\$41,000	\$66,000	\$160,000	\$32,000	\$0	\$299,000
4.0	Metropolitan Transportation Plan	\$20,000	\$193,000	\$0	\$0	\$0	\$219,000
5.0	Special Studies	\$73,000	\$29,000	\$0	\$0	\$45,024	\$147,024
<b>TOTAL</b>		<b>\$233,000</b>	<b>\$404,000</b>	<b>\$160,000</b>	<b>\$32,000</b>	<b>\$45,024</b>	<b>\$874,024</b>

<sup>(1)</sup> TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

<sup>(2)</sup> FTA Section 5307 – Funding to be utilized by Longview Transit for planning purposes.

TPF Funds – FHWA PL_112 & FTA Section 5303	\$ 480,792
(\$240,396 x 2 yrs.)	
Unexpended FY 17 Carryover	<u>156,208</u>
<b>TOTAL TPF</b>	<b>\$ 637,000</b>

\* Estimate based on prior years' authorizations

## Longview Metropolitan Planning Organization Transportation Policy Board

### Voting members

Hon. Andy Mack	Mayor – City of Longview
Hon. Bill Stoudt	County Judge – Gregg County
Hon. Dean Fowler	County Judge – Upshur County
Mr. Phillip Mauldin	Commissioner – Harrison County
Hon. Kyle Kutch	Mayor – City of White Oak
Hon. J.D. Shipp	Mayor – City of Gladewater
Mr. Glenn Green	District Engineer – TxDOT Tyler District
Mr. Michael Anderson	District Engineer – TxDOT Atlanta District
Mr. Keith Bonds	City Manager – City of Longview
Mr. Rolin McPhee	Director of Public Works – City of Longview
Mr. Michael Shirley	Director of Development Services - Longview

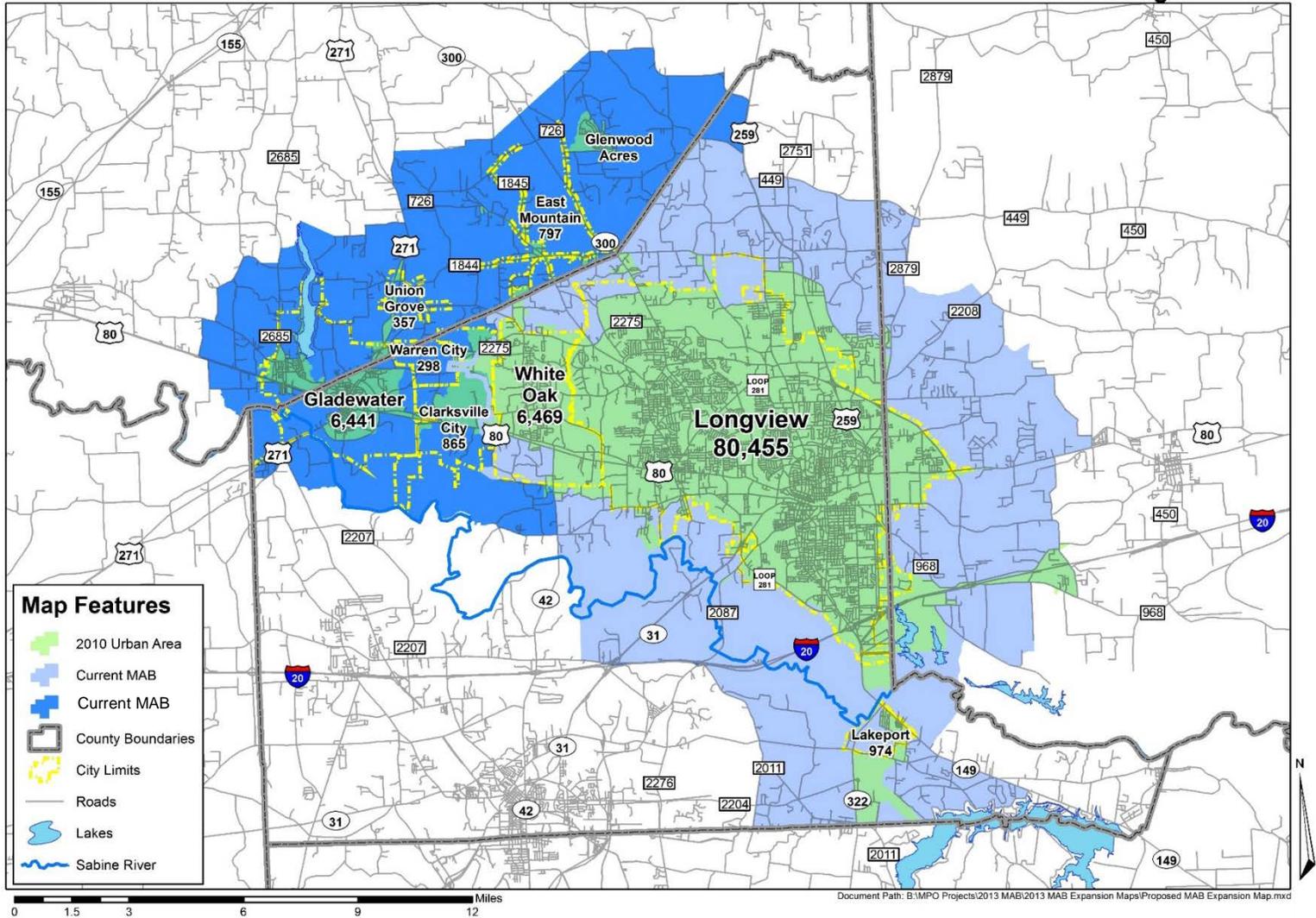
### Non-voting members

Hon. Jay Dean	Texas House of Representatives – District 7
Hon. Chris Paddie	Texas House of Representatives – District 9
Ms. Brigida Gonzalez	MPO Coordinator – Texas Dept. of Transportation
Mr. Justin Morgan	Transportation Planning Coordinator – Federal Highway Administration (FHWA)

## Longview Metropolitan Planning Organization Technical Committee

Ms. Macie Wyers	Transportation Planning Manager – Longview MPO
Mr. Vernon Webb	Deputy District Engineer – TxDOT - Tyler District
Mr. Jeffrey Harmon	Director of Transportation Plng. & Programming TxDOT-Tyler
Ms. Brooke Droptini	Director of Advanced Project Dev. – TxDOT-Tyler District
Mr. Will Buskell	Longview Area Engineer – TxDOT - Longview
Ms. Brigida Gonzalez	MPO Coordinator – TxDOT - Austin
Ms. Katie Martin	Advanced Project Development Engineer, TxDOT- Atlanta District
Ms. Terri McCasland	Planner – TxDOT - Atlanta District
Mr. Charlie Smith	City Manager – City of White Oak
Mr. Ricky Tow	City Manager – Gladewater
Mr. Scott Lewis	General Manager – Longview Transit
Mr. Keith Bonds	City Manager – City of Longview
Mr. Michael Shirley	Director of Development Services – City of Longview
Ms. Ingrid Self	Assistant Director of Development Services – City of Longview
Ms. Angela Choy	City Planner – City of Longview
Mr. Rolin McPhee	Director of Public Works – City of Longview
Mr. Alton Bradley	City Engineer – City of Longview
Mr. Stephen Ha	Traffic Manager – City of Longview
Mr. Justin Morgan	Transportation Planning Coordinator – FHWA
Mr. Dave Spurrier	Board Member - North East Texas Regional Mobility Authority
Ms. Lynn Hayes	Federal Transit Administration
Mr. Vince Huerta	Director of Transportation – ETCOG
Mr. Mike Bills	Gregg County
Mr. John Paul Jones	Harrison County
Ms. Jamie Zech	Transportation Conformity Specialist – Texas Commission on Environmental Quality

## Longview MPO Planning Area Metropolitan Area Boundary



**DEBARMENT CERTIFICATION  
(Negotiated Contracts)**

- (1) The **Longview Metropolitan Planning Organization**, as **CONTRACTOR**, certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public\* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity\* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions\* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

\*federal, state or local

**LONGVIEW METROPOLITAN PLANNING ORGANIZATION**

  
\_\_\_\_\_  
Longview Mayor Andy Mack  
MPO Policy Board Chairman

July 26, 2017  
\_\_\_\_\_  
Date

## LOBBYING CERTIFICATION

### CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

#### LONGVIEW METROPOLITAN PLANNING ORGANIZATION

  
\_\_\_\_\_  
Longview Mayor/Andy Mack  
MPO Policy Board Chairman

July 26, 2017  
\_\_\_\_\_  
Date

## CERTIFICATION OF COMPLIANCE

I, Longview Mayor Andy Mack, a duly authorized officer/representative of the Longview Metropolitan Planning Organization, do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards", as it may be revised or superseded.

### LONGVIEW METROPOLITAN PLANNING ORGANIZATION

  
\_\_\_\_\_  
Longview Mayor Andy Mack  
MPO Policy Board Chairman

July 26, 2017  
\_\_\_\_\_  
Date

Attest:

  
\_\_\_\_\_  
Karen Owen  
Longview MPO Director

## CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Longview Mayor Andy Mack, a duly authorized officer/representative of the Longview Metropolitan Planning Organization (MPO), do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39. "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

  
\_\_\_\_\_  
Longview Mayor Andy Mack  
MPO Policy Board Chairman

July 26, 2017  
\_\_\_\_\_  
Date

Attest:

  
\_\_\_\_\_  
Karen Owen  
Longview MPO Director