



T RANSPORTATION
I MPROVEMENT
P ROGRAM

2017 - 2020

**LONGVIEW METROPOLITAN
PLANNING ORGANIZATION**

Adopted June 23, 2016

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INTRODUCTION

The Longview Metropolitan Planning Organization, acting through the City of Longview Development Services Division, is responsible for coordinated, comprehensive, and continuing transportation planning in the Longview Metropolitan Area as required by the Fixing America's Surface Transportation Act (FAST). As an urbanized area with a population of over 50,000, the City of Longview was designated as a Metropolitan Planning Organization by the Governor in the 1970's. The MPO staff includes a Transportation Planning Manager serving as the MPO Planning Director, and a Transportation Planner. Federal metropolitan planning funds and state matching funds 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, Gregg, Upshur, and Harrison County, the Texas Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. The Policy Board is the top-level transportation planning board providing review, policy guidance, and decision making for transportation planning efforts in the Longview Metropolitan Area. A Policy Board membership list can be found at the bottom of the page. The primary planning document, the Longview Metropolitan Transportation Plan (MTP), based on a 2007 base year travel demand model and 2040 projections, was adopted November 10, 2014.

LONGVIEW MPO POLICY BOARD

Hon. Andy Mack*
Longview Mayor

Hon. Kyle Kutch*
White Oak Mayor

James Greer*
Harrison County Commissioner

Dennis Cooley*
TxDOT Tyler District Engineer

David Willard*
Longview City Manager

Rolin McPhee*
Longview Public Works Director

David Simpson & Chris Paddie
Texas State Representatives

Hon. Bill Stoudt*
Gregg County Judge

Hon. Harold Wells*
Gladewater Mayor

Hon. Dean Fowler*
Upshur County Judge

Glenn Green*
TxDOT Atlanta District Engineer

Michael Shirley*
Longview Development Services Director

Nick Page
TxDOT Field Representative

Genevieve Bales
Federal Highway Administration

*voting member

PURPOSE

The Transportation Improvement Program (TIP) identifies and schedules transportation projects to be implemented in the Longview Metropolitan Area for the upcoming four fiscal years. In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21) which was passed on July 6, 2012 and 23 U.S.C. 134(i) (4) and 23 U.S.C. 135(f) (2) (D), the TIP is updated at least every two years. The projects can be implemented and existing transportation facilities maintained with current and expected revenue sources. These projects come from the financially constrained Metropolitan Transportation Plan and are financially constrained at the state level. The TIP includes all transportation projects, including major street and highways, public transportation, pedestrian walkways, bicycle transportation facilities, and transportation enhancement projects proposed for federal funding. Projects must be consistent with the adopted transportation plan, reflect the investment priorities established in the current metropolitan transportation plan, and once implemented, is designed to make progress toward achieving the performance targets established under MAP-21 §1203; 23 USC 150.

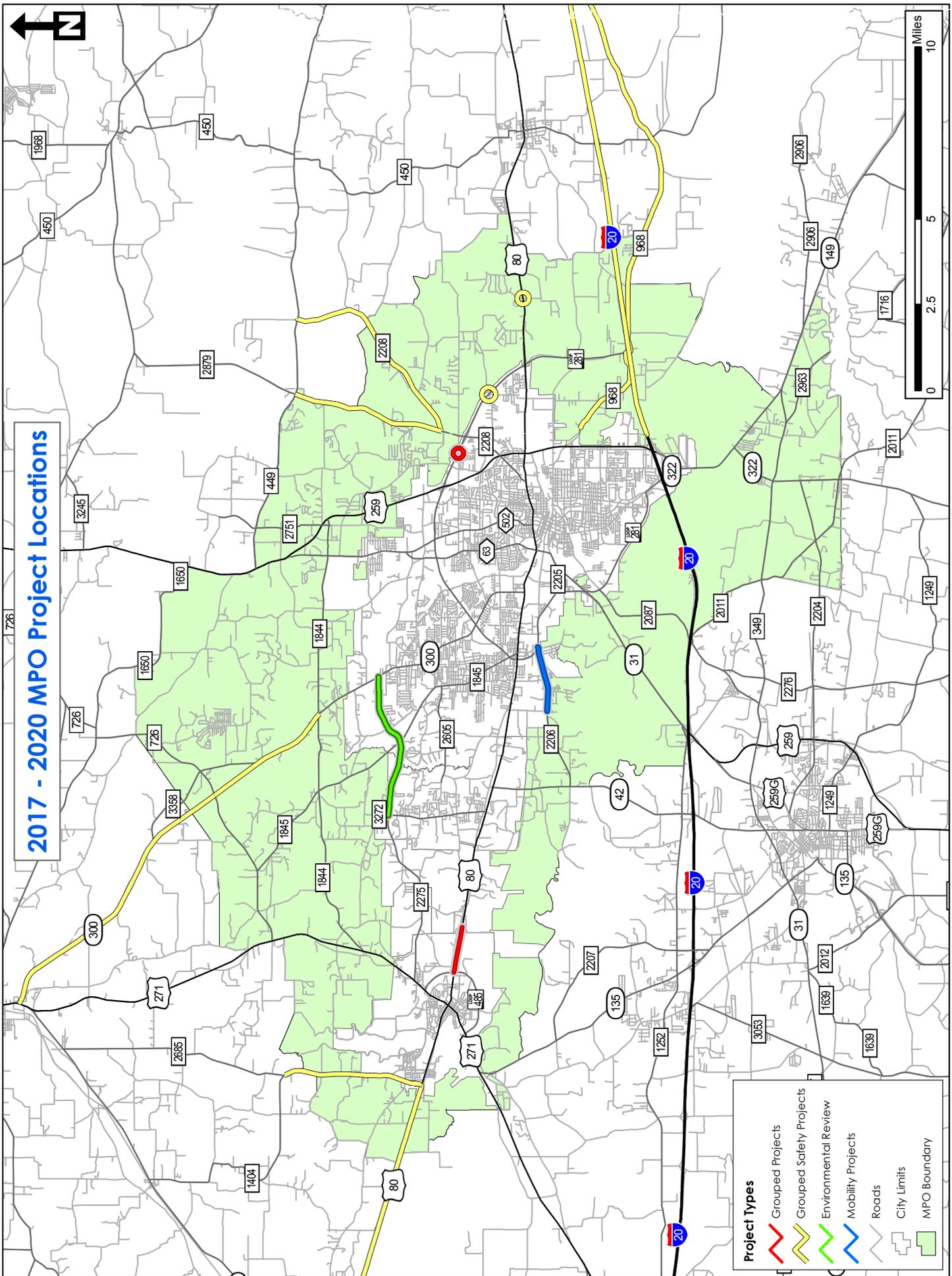
MAP-21 requires that Metropolitan Planning Organization planning take into consideration the following eight planning factors.

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

DEFINITION OF PLANNING 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, Upshur, and Harrison Counties.





PUBLIC INVOLVEMENT PROCESS

The 2017-2020 Transportation Improvement Program (TIP) was developed in accordance with the Public Participation Plan of the Longview MPO. It is the intent of the Metropolitan Planning Organization to provide every opportunity for the involvement of citizens, as well as, elected officials during the planning process and creation of the Transportation Improvement Program. Recognizing the importance of public involvement, the Longview MPO implements the procedures outlined below to insure that the public is fully informed about transportation issues and that the public has multiple opportunities and forums to express their opinions and concerns about transportation issues. Public participation shall be available through the following formats: public notification, public meetings, public review, public comment and public appearances. Public comment and ideas were solicited during the development of the draft TIP.

The Longview MPO Technical Committee met and discussed candidate projects for the Transportation Improvement Program (TIP) during a committee meeting held April 20th, 2016. The MPO Director made a presentation to the Gladewater City Council at their May 19th meeting to update the council and public on upcoming projects in the TIP. A public meeting was held to present the draft TIP on June 7th in Longview. Official notices announcing the public meetings were posted in the courthouses of Gregg, Harrison and Upshur counties and in the cities of Longview, Gladewater, and White Oak's respective municipal buildings according to the MPO's Public Participation Plan. Laminated meeting posters were created by MPO staff and placed in the eight Longview Transit buses. These were intended to let the public know about the upcoming public meeting and how to contact MPO staff with questions or comments. A copy of the TIP was available for public review at the MPO office and online at www.LongviewTexas.gov/MPO. A public comment and review period was held from June 7th through June 20th. The block ad notifying the citizens of the public comment period and meetings was published in three area newspapers: the Longview News-Journal on May 30th, in La Opinion, a Spanish newspaper, on May 25th, and in the East Texas Review on June 2nd.

In conjunction with advertising the June 7th and June 23rd public meetings and the public comment period, an expanded consultative letter was sent to elected officials, transportation agencies, freight shippers, bicycle and pedestrian interest groups, transit agencies, historical preservation groups, and Native American tribal councils. The letter encouraged participation in the TIP development process and included a notice regarding public meetings. Public notices for the two TIP public meetings were mailed to the MPO's Public Distribution List consisting of interested citizens, major employers, and schools and universities. The MPO Policy Board adopted the 2017-2020 Transportation Improvement Program on June 23, 2016.

PROGRESS FROM PREVIOUS YEAR

Highway, transit, bridge, pedestrian, and other projects annually let to contract can be found at the MPO's website at www.LongviewTexas.gov/MPO. To request a copy of the Annual Project Listing, please contact the MPO at P.O. Box 1952 Longview, Texas, 75606, by phone at 903-237-1062, or by email at MPO@LongviewTexas.gov.

PROJECT SELECTION PROCESS

Federal and state funded capacity expansions are selected from the Metropolitan Transportation Plan. Projects in the Metropolitan Transportation Plan advance to the ten-year Unified Transportation Program, then to the Transportation Improvement Program (TIP) based on funding availability. Each project is assigned to a specific fiscal year in the TIP and is expected to be implemented in that year. If for any reason a project cannot be implemented in the assigned fiscal year, a project from the succeeding year may be selected in its place.

AIR QUALITY ISSUES

Currently, the Longview Metropolitan Area is in attainment or in compliance with the National Ambient Air Quality Standard (NAAQS) for ground level ozone as established by the Environmental Protection Agency (EPA). Compliance with the 8-hour NAAQS standard for ozone is determined by averaging three years of the fourth highest 8-hour ozone level at a single monitoring station. The average must be lower than 70 parts per billion (ppb) to meet the 2015 standard. Maintaining regulatory compliance protects the health of the area's citizens, makes the region nationally competitive in attracting new development, and promotes a sound economy, growth, new jobs and a better quality of life for Longview's residents.

It is important to note that the Longview fourth highest 8-hour ozone design value steadily decreased since 2011. The Longview value has decreased from 82 to 78 in 2012, and 68 in 2015. In future years, this downward trend will help Longview maintain its attainment status. However, with new ozone standards on the horizon, Longview and the surrounding cities may still have ozone values that are too high to be considered attainment. Air quality is measured at three monitoring stations: near Longview at the East Texas Regional Airport in Gregg County, at the Tyler airport in Smith County, and in the City of Karnack in Harrison County.

Annual 4th Highest 8-Hour Ozone Value Northeast Texas Monitoring Sites

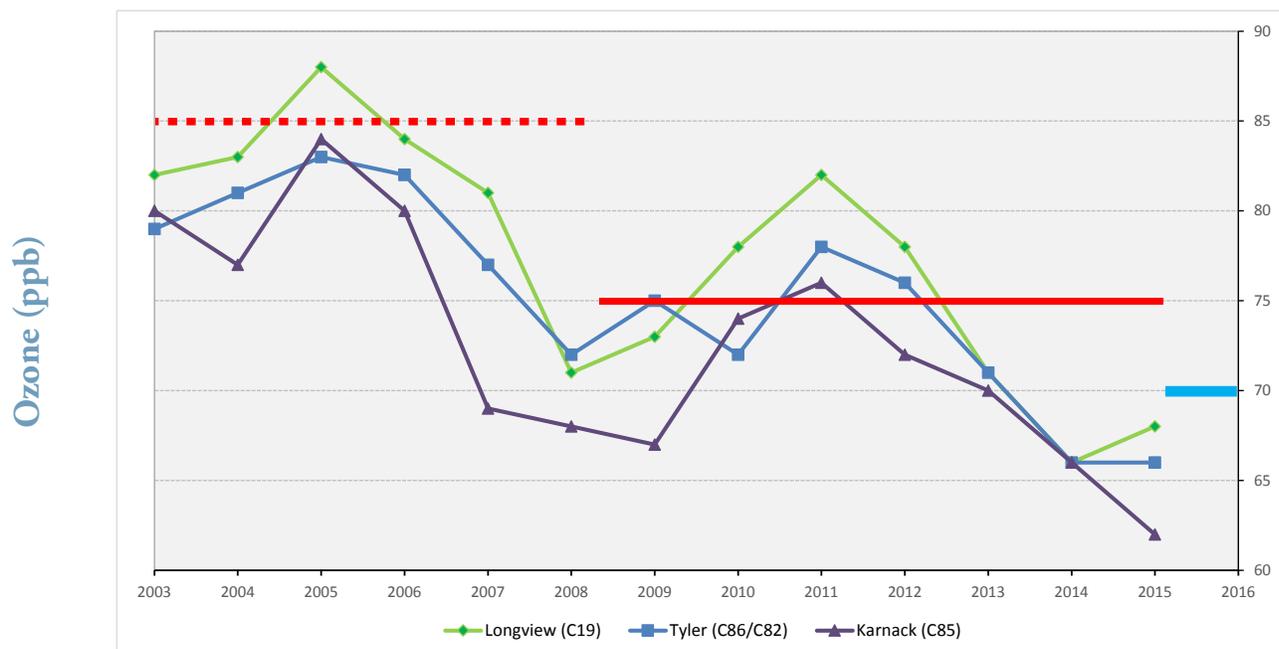


FIGURE 1. Trends in the annual 4th highest 8-hour ozone design values at Longview, Tyler and Karnack monitors are illustrated by year. The dashed red line shows the 1996 85 parts per billion (ppb) standard. The solid red line shows the 2008 75 ppb ozone standard and the blue line shows the 2015 70 ppb standard.

8-Hour Ozone Design Value Trends

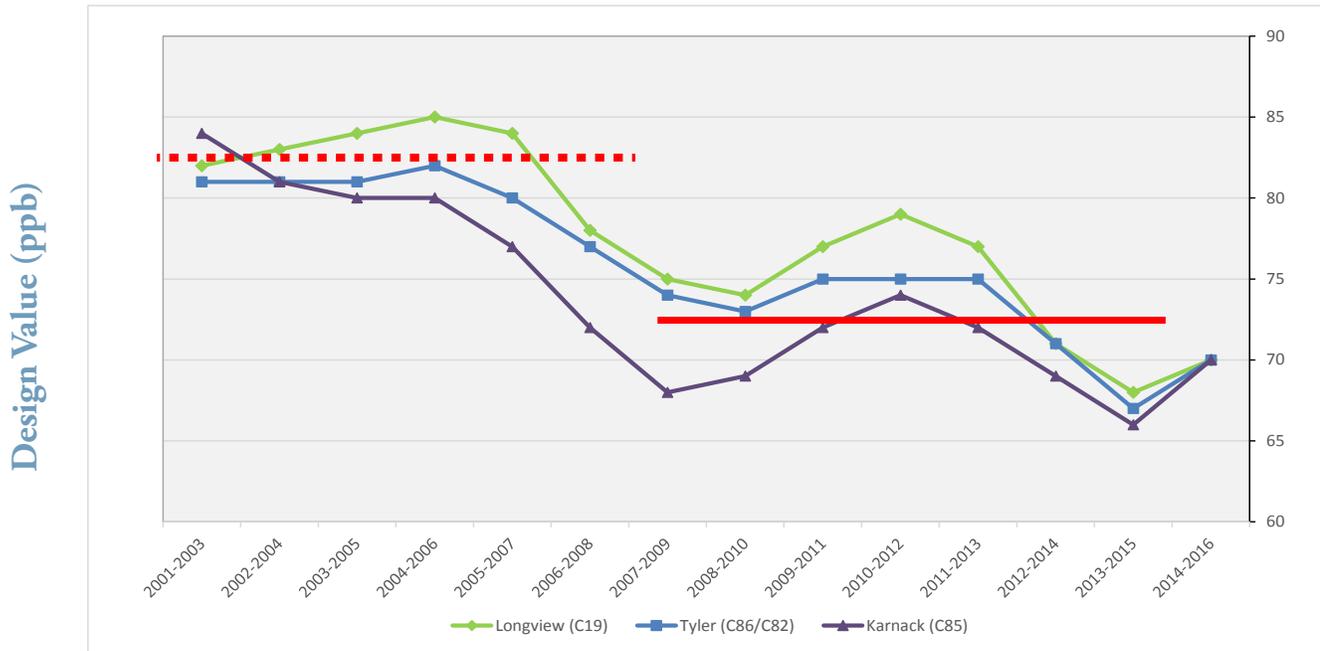


FIGURE 2. Trends in the annual 4th highest 8-hour ozone values at Longview, Tyler and Karnack monitors are illustrated by 3-year periods. The dashed red line shows the 1996 85 parts per billion (ppb) standard. The solid red line shows the 2008 75 ppb ozone standard.

In October 2015, the EPA announced a new standard of 70 ppb and will not name areas to be in nonattainment until the standard is finalized. In 2016 & 2017, the EPA will conduct designations based on the new standard. Until a designation is made, the Longview MPO and surrounding MPO's will retain their existing status of attainment. If designation is made, the Longview MPO will be required to show transportation conformity in 2018.

The northeast Texas area, especially Longview, has a bulk of the energy production to the area. Due to sometimes drastic weather conditions seen in the winter and summer months, the city can produce vast amounts of energy for the area. Ozone pollution is a by-product of this energy production. Years that experience severe weather conditions are typically more polluted.

NORTHEAST TEXAS AIR CARE

In 1996, the northeast Texas region's leaders created an organization called the Northeast Texas Air Care (NETAC) to address ozone air quality concerns in Gregg, Harrison, Rusk, Smith and Upshur counties. NETAC has a long history of working to improve its air quality through voluntary measures. As a voluntary association of governmental agencies, businesses and citizens, NETAC promotes clean air in the area through an ozone action program. Since 1996, NETAC has worked with the Texas Commission on Environmental Quality (TCEQ) and the Environmental Protection Agency (EPA) to address ozone air quality concerns in Northeast Texas through two separate voluntary emission reduction agreements: a Flexible Attainment Region (FAR) agreement executed in 1996 and the Early Action Compact in 2002. These voluntary efforts, undertaken without any designation of nonattainment under the Federal Clean Air Act, have resulted in significant air quality improvements that have brought the five county NETAC areas into attainment with EPA's 1-hour ozone standard, the 0.08 ppm 8-hour ozone standard adopted in 1997, and the 75 ppb ozone standard adopted in 2008. In 2013, the NETAC area was approved as a participant in the Ozone Advance Program. Ozone Advance is a collaborative effort by EPA, states, and local communities to encourage reductions in ozone attainment areas to maintain the 2008 ozone standard.

While participation in the program is not a guarantee that an area will avoid a future nonattainment designation, it can better position the area to comply with the requirements associated with such designations. NETAC provides technical assistance to local industry and public education. Figure 1 & Figure 2 illustrate the significant air quality improvements achieved within the NETAC area over the past decade. For more information about NETAC, go to www.netac.org.

CLEAN AIR ACTION PLAN

A Clean Air Action Plan (CAAP) consists of recommendations of air quality strategies that could be considered for implementation if the five-county region is designated nonattainment of the ground level ozone standard. The CAAP is an area's official voluntary air quality improvement plan with quantified emission reduction measures. Clean Air Action Plans protect the health of the region's residents and reduces ozone precursor emissions earlier than required under regulations in order that region will stay in compliance with the 8-hour ground level ozone standard. The CAAP includes all necessary elements of a comprehensive air quality plan, but is tailored to local needs and driven by local decisions. If required, the CAAP will be incorporated into the formal State Implementation Plan (SIP) and the region will be legally required to carry out this plan just as in nonattainment areas.

TRANSPORTATION CONFORMITY

Should the northeast Texas region be designated as nonattainment, new highways or highway widening projects would be subject to the Transportation Conformity determination rule. This rule stipulates that the Metropolitan Planning Organization is responsible for proving that the mobile source emissions from future widening projects would not increase the allowable estimated on-road mobile source emissions listed in the State Implementation Plan (SIP). Areas designated as nonattainment are required to demonstrate model-based transportation conformity at least every four years. Failure to meet these requirements can have grave consequences, such as withdrawal of federal funds for highway widening projects. Should nonattainment designation occur, it would have a profound impact on the new highway and highway widening projects contained in this programming document. The East Texas Council of Governments (ETCOG) functions in an administrative role for the North East Texas Air Care activities. ETCOG receives Air Quality Assessment and Planning funds from Rider 8, which are appropriated by the Texas Legislature. The Longview Metropolitan Planning Organization, in conjunction with the Texas Department of Transportation, has the responsibility of demonstrating transportation conformity, should the area be designated as nonattainment of air quality standards

AMERICANS WITH DISABILITIES ACT (ADA)

Longview Transit buses are wheelchair accessible in compliance with the Americans with Disabilities Act (ADA). Curb to curb paratransit service is offered to citizens who are unable to utilize the fixed route service. Eligible passengers meet criteria that include mental, visual, or physical impairments. Longview Transit operators are able to provide manual assistance, but are not trained to provide medical assistance to passengers. Future highway projects will be constructed according to the ADA Act with handicap ramps and other ADA requirements.

ENVIRONMENTAL JUSTICE

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the ground of race, color or nation origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." President Clinton's Executive Order on Environmental Justice in 1999 further amplifies Title VI by providing that "each federal agency shall make achieving environmental justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." MPO staff, in several ways, accomplished compliance with Environmental Justice. When advertising for the public meetings to present the 2017-2020 Transportation Improvement Program, public notices and newspaper advertisements were placed in the local Longview News Journal, La Opinión, a Spanish newspaper, and a free community newspaper, the East Texas Review. To improve

access of this document to the special populations the MPO distributed and made the TIP publicly available at the MPO office. To improve outreach to special populations MPO staff created advertisement posters which were placed in eight Longview Transit buses the week prior to the public meeting. The draft TIP was available on the City of Longview's website and MPO offices. MPO staff produced two maps identifying the projects in the 2017-2020 Transportation Improvement Program overlaid on a map showing income and ethnic group dispersion by Census blocks and block groups. Income data and ethnic information was obtained from the Census Bureau. The maps illustrate where these groups are geographically located in relation to the projects in the 2017-2020 TIP. These maps were used to identify low income and minority populations. The Technical Committee reviewed the income and ethnic/race maps and the public involvement techniques and found compliance with the principles of Environmental Justice relating to transportation planning.

TOTAL PROJECT COST AND YEAR OF EXPENDITURE DOLLARS

In accordance with the Fixing America's Surface Transportation Act (FAST), the Transportation Improvement Program (TIP) contains Total Project Costs and Year of Expenditure dollars for each project. The Year of Expenditure, or simply stated, the year in which construction or a transit project is anticipated, has been identified for each of the projects. An annual inflation rate of 4% was applied to all projects. The Total Project Costs are provided to detail the parts of each project such as: preliminary engineering, right of way, utility relocation and in the case of transit projects: operating, planning, maintenance and capital. The Total Project Cost and Year of Expenditure provide the public with a complete description of the components which make up each of the projects. The revenues and expenditure address the construction or implementation of transportation projects while also addressing the operation and maintenance needs. The expenditures for the Transportation Improvement Program are financially constrained by the Year of Expenditure requirements of FAST. This financial constraint is based on an analysis of past funding, expected funding and expected needs. For incoming federal, state and local sources of revenues used to estimate total future revenues, a rate of growth of 4% per year was utilized for all projects and is consistent with a 4% annual inflation rate. The rate of growth was based on consultations with the Texas Department of Transportation (TxDOT). Projects in this document are reasonably expected to be funded by federal, state and local sources. The planning staff must account for cost escalation as part of the fiscal constraint determination. With respect to the public transportation or transit program, current funding apportionments, which have stayed relatively the same during the previous five years, are not increasing enough to cover the ever-increasing rate of inflation. Strategies to address the funding gaps might be to reduce service hours and routes, to reduce the rate at which buses are replaced or to generate additional revenue through advertising, fare increases, explore other revenue generation methods or increase local funding to the transit program.

MPO AND TRANSIT AGENCY COORDINATION

The Longview MPO and the administrative personnel of Longview Transit regularly meet to discuss transportation issues and updates. Consultation and coordination activities are an ongoing process. The operating, capital and maintenance costs for TIP inclusion are discussed and reviewed by the MPO and Longview Transit staff. The manager of Longview Transit is a member of the MPO Technical Committee and the Longview MPO Director is a member of the Public Transportation Advisory Committee. EasTexConnects (formerly known as the East Texas Transportation Planning Steering Committee) was formed in June 2005 as the vehicle for implementing the goals of Chapter 461 of HB 3588. Following its creation, EasTexConnects identified its mission "to create and connect a comprehensive, flexible and sustainable public transportation service throughout and beyond the 14 counties of State Planning Region 6," hereafter referred to as East Texas. The public and stakeholder involvement undertaken in association with the preparation of the Transportation Coordination Plan has identified numerous areas of need related to the provision of public transportation in East Texas. The purpose of the coordination plan is to identify the needs of health and human service agencies, public and private transportation providers, and the public so that the utilization of available resources is as efficient as possible. The Plan is also intended to identify a set of concrete actions and projects that will fulfill the mission of EasTexConnects by creating a framework to implement the committee's six priorities. The need for coordination among the numerous health and

human service agencies and public and private transportation providers in East Texas is derived from the varied needs of the people they serve. The Longview Metropolitan Planning Organization's Director and the Manager of Longview Transit are members and have been regular participants of EasTexConnects. Other regional coordination efforts are reflected in the recent maintenance agreement with Longview Transit and East Texas Council of Governments. The agreement allows Longview Transit to perform routine maintenance services for the fleet of East Texas Rural Transit, also known as GoBus.

FEDERALLY FUNDED MOBILITY PROJECTS

LONGVIEW METROPOLITAN PLANNING ORGANIZATION FY 2019

DISTRICT	COUNTY	CSJ	HWY	LET DATE	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10- TYLER	GREGG	2073-01-009	FM 2206	Aug-19	E, R, C	LONGVIEW	TXDOT - TYLER	\$16,768,353	
LIMITS FROM: 2.05 MI E OF SH 42 (FISHER RD), E							REVISION DATE:	16-Jul	
LIMITS TO: SL 281 IN LONGVIEW							MPO PROJECT ID:	F 115	
TIP DESCRIPTION WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN							FUNDING CATEGORY	1, 2U, LOCAL	
REMARKS: LOCAL FUNDING FROM CITY OF LONGVIEW & GREGG COUNTY - \$5,100,000 FOR ROW AND UTILITY RELOCATIONS					PROJECT HISTORY: CONSTRUCT 4 LANE DIVIDED ROADWAY ON NEW LOCATION (PH 1 OF 2). NOTE: THE REMAINDER OF STATE AND FEDERAL FUNDING FOR ROW AND REIMBURSEABLE UTILITIES WILL BE AUTHORIZED AT A LATER DATE.				
TOTAL PROJECT COST INFORMATION			Authorized Funding by Category/ Share:						
Construction	\$10,621,111	Cost of Approved Phases:		Federal	State	Local	Regional	LC	Total
Preliminary Engineering	\$520,434		1-PRVNT	\$3,222,682	\$805,671	\$0	\$0	\$0	\$4,028,353
Right of Way	\$15,000,000		2U-URBAN CORRIDOR	\$6,112,000	\$1,528,000	\$0	\$0	\$0	\$7,640,000
Construction Engineering	\$526,807	\$11,668,353	LOCAL	\$0	\$0	\$5,100,000	\$0	\$0	\$5,100,000
Contingencies	\$211,360								
Indirects	\$398,478								
Utility Relocation	\$10,800,000								
Total Project Cost (YOE)	\$38,078,190	Total Funding by Share:		\$9,334,682	\$2,333,671	\$5,100,000	\$0	\$0	\$16,768,353

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

FY 2017 TRANSIT PROJECT LISTING

LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$691,600
Apportionment Year	2017	State Funds from TxDOT	\$100,432
Project Phase		Local Funds	\$172,640
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$964,672
		Total Project Cost	\$964,672
		Trans. Dev. Credits Requested	\$19,314
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount) October 2016	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$79,040
Apportionment Year	2017	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$19,760
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$98,800
		Total Project Cost	\$98,800
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$379,600
Apportionment Year	2017	State Funds from TxDOT	\$286,000
Project Phase		Local Funds	\$93,600
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$759,200
		Total Project Cost	\$759,200
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$127,608
Apportionment Year	2017	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$31,902
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$159,510
		Total Project Cost	\$159,510
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5311(f)
MPO Project/Reference Number	F407	Federal Share	\$0
Apportionment Year	2017	State Funds from TxDOT	\$1,400,000
Project Phase		Local Funds	\$70,000
Brief Project Description	Construction of Transfer Center at Multimodal Facility	Fiscal Year Cost	\$1,470,000
		Total Project Cost	\$1,470,000
		Trans. Dev. Credits Requested	\$224,000
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	06/2016 \$224,000
Amendment Date & Action	06/2016		

FY 2018 TRANSIT PROJECT LISTING

LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$719,264
Apportionment Year	2018	State Funds from TxDOT	\$104,449
Project Phase		Local Funds	\$179,546
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,003,259
		Total Project Cost	\$1,003,259
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID # if applicable			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$82,202
Apportionment Year	2018	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$20,550
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$102,752
		Total Project Cost	\$102,752
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID # if applicable			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$394,784
Apportionment Year	2018	State Funds from TxDOT	\$297,440
Project Phase		Local Funds	\$97,344
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$789,568
		Total Project Cost	\$789,568
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID # if applicable			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$132,712
Apportionment Year	2018	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$33,178
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$165,890
		Total Project Cost	\$165,890
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID # if applicable			
Amendment Date & Action			

FY 2019 TRANSIT PROJECT LISTING

LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$748,035
Apportionment Year	2019	State Funds from TxDOT	\$108,627
Project Phase		Local Funds	\$186,727
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,043,389
		Total Project Cost	\$1,043,389
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$85,490
Apportionment Year	2019	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$21,372
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$106,862
		Total Project Cost	\$106,862
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$410,575
Apportionment Year	2019	State Funds from TxDOT	\$309,338
Project Phase		Local Funds	\$101,238
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$821,151
		Total Project Cost	\$821,151
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$138,021
Apportionment Year	2019	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$34,505
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$172,526
		Total Project Cost	\$172,526
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

FY 2020 TRANSIT PROJECT LISTING

LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$777,956
Apportionment Year	2020	State Funds from TxDOT	\$112,972
Project Phase		Local Funds	\$194,197
Brief Project Description	Capital - Equipment, Preventive Maintenance, Rolling Stock	Fiscal Year Cost	\$1,085,125
		Total Project Cost	\$1,085,125
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F403	Federal Share	\$88,909
Apportionment Year	2020	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$22,227
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$111,136
		Total Project Cost	\$111,136
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F401	Federal Share	\$426,998
Apportionment Year	2020	State Funds from TxDOT	\$321,711
Project Phase		Local Funds	\$105,287
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$853,996
		Total Project Cost	\$853,996
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project/Reference Number	F402	Federal Share	\$143,588
Apportionment Year	2020	State Funds from TxDOT	\$0
Project Phase		Local Funds	\$35,897
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$179,485
		Total Project Cost	\$179,485
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID # if applicable		(Date & Amount)	\$0
Amendment Date & Action			

HIGHWAY FINANCIAL SUMMARY

Longview MPO - Districts 10 & 19
 FY 2017 - 2020 Transportation Improvement Program

Funding by Category

Category	Description	FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017 - 2020	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$4,028,353	\$4,028,353	\$0	\$0	\$4,028,353	\$4,028,353
2M or 2U, LC		\$0	\$0	\$0	\$0	\$34,049,837	\$12,740,000	\$0	\$0	\$34,049,837	\$12,740,000
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$38,078,190	\$16,766,353	\$0	\$0	\$38,078,190	\$16,766,353

Funding Participation Source

Source	FY 2017		FY 2018		FY 2019		FY 2020		Total	
	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
Federal	\$0	\$0	\$30,099,589	\$0	\$0	\$0	\$30,099,589	\$0	\$0	\$0
State	\$0	\$0	\$2,878,601	\$0	\$0	\$0	\$2,878,601	\$0	\$0	\$0
Local Match	\$0	\$0	\$5,100,000	\$0	\$0	\$0	\$5,100,000	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehical Registration Fees -VTR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 121 Toll Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 161 Toll Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 130 Concession Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$38,078,190	\$0	\$0	\$0	\$38,078,190	\$0	\$0	\$38,078,190

TRANSIT FINANCIAL SUMMARY

Longview MPO - Districts 10 & 19

FY 2017 - 2020 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

	FY 2017			FY 2018			FY 2019		
	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
Transit Program									
1 Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K	\$1,277,848	\$704,333	\$1,982,181	\$1,328,962	\$732,507	\$2,061,469	\$1,382,120	\$761,808	\$2,143,928
3 Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4 Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5 Sec. 5339 - Bus & Bus Facilities >200k			\$0			\$0			\$0
6 Sec. 5310-Seniors&People w/Disabilities >200k			\$0			\$0			\$0
7 Sec. 5316 - JARC >200K			\$0			\$0			\$0
8 Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9 Other FTA - 5311(f)		\$1,470,000	\$1,470,000			\$0			\$0
10 Regionally Significant or Other (incl FHWA transfers)			\$0			\$0			\$0
Total Funds	\$1,277,848	\$2,174,333	\$3,452,181	\$1,328,962	\$732,507	\$2,061,469	\$1,382,120	\$761,808	\$2,143,928
Transportation Development Credits Requested			\$243,314						
Awarded			\$224,000						\$0

All Figures in Year of Expenditure (YOE) Dollars

	FY 2020			Total		
	Federal	Match	Total	Federal	Match	Total
Transit Programs						
1 Sec. 5307 - Urbanized Formula >200K			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K	\$1,437,452	\$792,291	\$2,229,743	\$5,426,382	\$2,990,939	\$8,417,321
3 Sec. 5309 - Fixed Guideway Investment			\$0			\$0
4 Sec. 5337 - State of Good Repair			\$0			\$0
5 Sec. 5339 - Bus & Bus Facilities >200k			\$0			\$0
6 Sec. 5310-Seniors&People w/Disabilities >200k			\$0			\$0
7 Sec. 5316 - JARC >200K			\$0			\$0
8 Sec. 5317 - New Freedom >200K			\$0			\$0
9 Other FTA - 5311(f)			\$0			\$0
10 Regionally Significant or Other (incl FHWA transfers)			\$0			\$0
Total Funds	\$1,437,452	\$792,291	\$2,229,743	\$5,426,382	\$4,460,939	\$9,887,321
Transportation Development Credits Requested			\$0			\$243,314
Awarded			\$0			\$224,000

MPO SELF-CERTIFICATION

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the TEXAS DEPARTMENT OF TRANSPORTATION, and the LONGVIEW METROPOLITAN PLANNING ORGANIZATION for the Longview urbanized area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

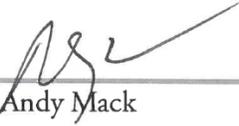
1. 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 449 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

TEXAS DEPARTMENT OF
TRANSPORTATION
TYLER DISTRICT


Dennis Cooley, P.E.
District Engineer

06/16/2016
Date

LONGVIEW METROPOLITAN
PLANNING ORGANIZATION


Mayor Andy Mack
Chairman

6/23/16
Date

GLOSSARY

PROJECT LISTINGS

- CSJ** Control Section Job Number - TxDOT assigned number for projects entered into the Unified Transportation Plan (UTP).
- PROJ ID** Project Identification – Code assigned by the MPO for local tracking/identification. Used to track projects to the Metropolitan Transportation Plan.
- F. CLASS** Federal Functional Class – Federal classification of streets and highways into functional operating characteristics. The categories are:
- Interstate
 - Other Urban Freeways and Expressways
 - Other Principal Arterials
 - Minor Arterials
 - Urban Collectors and Rural Major Collectors
 - Rural Minor Collectors
 - Urban and Rural Local Streets and Roads

FEDERAL & STATE CATEGORIES

1	Preventative Maintenance
2	Metropolitan & Urban Area Corridor Projects
3	Non- Traditionally Funded Transportation Projects
4	Statewide Connectivity Corridor Projects
5	Congestion Mitigation Air Quality (CMAQ)
6	Bridges
7	Metropolitan Mobility/ Rehabilitation
8	Safety
9	Transportation Enhancements & Transportation Alternatives Program
10	Supplemental Transportation Projects
11	District Discretionary
12	Strategic Priority

- PHASE** Project Phase for Federal Funding (PE - Preliminary Engineering, R - Right of Way Acquisition & C - Construction)

CATEGORIES FOR STATEWIDE PLANNING

LONGVIEW METROPOLITAN PLANNING ORGANIZATION TYLER & ATLANTA DISTRICTS

Listed below are the categories for projects which can be grouped together and used to track projects statewide. There may be statewide grouping projects which may be completed in the Longview Metropolitan Area during the fiscal years of 2017-2020. Construction costs are constrained statewide. Grouping projects by these categories provides an efficient and streamlined method of programming and implements transportation projects. These projects are financially constrained at the state level.

Proposed CSJ#	Grouped Project Category	Definition
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance & Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement & Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Delivery	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle & Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas & Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

APPENDIX A

CANDIDATE PROJECTS FOR STATEWIDE GROUPING

For informational purposes only: listed below is a candidate project for statewide grouping, which will be completed in the Longview Metropolitan Area during fiscal years 2017, 2018 and 2019. The following list of projects may not include all state and federal projects within the planning boundary of the Longview MPO.

Grouping projects by the categories listed on the previous page provides an efficient and streamlined method of programming and implementing these projects. If additional funding becomes available at a later time, the funds can be advanced into additional projects. Grouped projects are financially constrained at the state level and they are funded from federal and state sources.

FY 2017									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
10 - TYLER	GREGG	2842-01-047	SL 281	C	LONGVIEW		\$ 414,540		
LIMITS FROM: AT 0.5 MI NW OF FM 2208 (HOLLYBROOK)						REVISION DATE: 07/2016			
LIMITS TO: IN LONGVIEW						MPO PROJ NUM: F 504			
PROJECT CONSTRUCT EB & WB LEFT TURN DECELERATION LANES						FUNDING_CAT(S): 1,2U			
DESCR: P7:				PROJECT HISTORY:					
REMARKS									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 19,425	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		1-PRVNT	\$ 8,000	\$ 2,000	\$ 0	\$ 0	\$ 10,000	
CONST COST:	\$ 390,000		2U-URBAN CRDR:	\$ 0	\$ 380,000	\$ 0	\$ 0	\$ 380,000	
CONST ENG:	\$ 0		TOTAL:	\$ 8,000	\$ 382,000	\$ 0	\$ 0	\$ 390,000	
CONTING:	\$ 5,115								
IND COSTS:	\$ 0								
BND FINANCING:	\$ 0								
TOTAL PRJ COST:	\$ 414,540								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
10 - TYLER	GREGG	0910-07-069	VA	C	LONGVIEW		\$ 1,404,535		
LIMITS FROM: VARIOUS LOCATIONS IN						REVISION DATE: 07/2016			
LIMITS TO: THE CITY OF LONGVIEW						MPO PROJ NUM: F 504			
PROJECT INSTALL FLASHING YELLOW ARROWS LEFT TURN ON						FUNDING_CAT(S): 1, 2U			
DESCR: TRAFFIC SIGNALS				PROJECT HISTORY:					
REMARKS									
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 66,460	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		1-PRVNT:	\$ 8,000	\$ 2,000	\$ 0	\$ 0	\$ 10,000	
CONST COST:	\$ 1,310,000		2U-URBAN CRDR:	\$ 0	\$ 1,300,000	\$ 0	\$ 0	\$ 1,300,000	
CONST ENG:	\$ 0		TOTAL:	\$ 8,000	\$ 1,302,000	\$ 0	\$ 0	\$ 1,310,000	
CONTING:	\$ 28,075								
IND COSTS:	\$ 0								
BND FINANCING:	\$ 0								
TOTAL PRJ COST:	\$ 1,404,535								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	GREGG	0392-03-047	US 259	C	LONGVIEW		\$ 1,108,720	
LIMITS FROM: AT 0.6 MILE N OF SL 281						REVISION DATE: 07/2016		
LIMITS TO: IN LONGVIEW						MPO PROJ NUM: F 504		
PROJECT: CONSTRUCT RIGHT TURN LANE ON NBL						FUNDING CAT(S): 1, LOCAL		
DESCR:						PROJECT: LOCAL FUNDING OF \$800,000 WILL BE USED TO		
REMARKS						HISTORY: RECONSTRUCT DIP IN ROADWAY		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 14,820	COST OF APPROVED PHASES:	1-PRVNT	\$ 232,000	\$ 58,000	\$ 0	\$ 0	\$ 290,000
ROW PURCHASE:	\$ 0		LOCAL - NETRMA	\$ 0	\$ 0	\$ 400,000	\$ 0	\$ 400,000
CONST COST:	\$ 1,090,000		LOCAL - CITY	\$ 0	\$ 0	\$ 400,000	\$ 0	\$ 400,000
CONST ENG:	\$ 0		TOTAL:	\$ 232,000	\$ 58,000	\$ 800,000	\$ 0	\$ 1,090,000
CONTING:	\$ 3,900							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 1,108,720							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	HARRISON	0495-08-100	IH 20	C	LONGVIEW		\$ 8,154,641	
LIMITS FROM GREGG C/L						REVISION DATE: 07/2016		
LIMITS TO: 0.5 MI. W. OF SH.43, WB LANES ONLY						MPO PROJ NUM: F 501		
PROJECT: RESURFACE EXISTING INTERSTATE FACILITY						FUNDING CAT(S): 1		
DESCR:						PROJECT:		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 399,577	COST OF APPROVED PHASES:	1-PRVNT	\$ 6,523,713	\$ 1,630,928	\$ 0	\$ 0	\$ 8,154,641*
ROW PURCHASE:	\$ 0		TOTAL:	\$ 6,523,713	\$ 1,630,928	\$ 0	\$ 0	\$ 8,154,641
CONST COST:	\$ 8,154,641							
CONST ENG:	\$ 283,782							
CONTING:	\$ 142,706							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 9,319,939							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	HARRISON	0096-07-047	US 80	C	LONGVIEW		\$ 417,298	
LIMITS FROM AT EAST LANSING ROAD INTERSECTION						REVISION DATE: 07/2016		
LIMITS TO:						MPO PROJ NUM: F 504		
PROJECT: INSTALL TRAFFIC SIGNAL						FUNDING CAT(S): 1, LC		
DESCR:						PROJECT:		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 20,448	COST OF APPROVED PHASES:	1-PRVNT	\$ 180,273	\$ 45,068	\$ 0	\$ 0	\$ 225,341*
ROW PURCHASE:	\$ 0		LOCAL CONTR:	\$ 0	\$ 0	\$ 191,957	\$ 0	\$ 191,957*
CONST COST:	\$ 417,298		TOTAL:	\$ 180,273	\$ 45,068	\$ 191,957	\$ 0	\$ 417,298
CONST ENG:	\$ 65,182							
CONTING:	\$ 8,638							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 539,650							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	UPSHUR	1385-01-036	SH 300	C	LONGVIEW		\$ 3,626,387	
LIMITS FROM 3.0 MI N OF FM 726						REVISION DATE: 07/2016		
LIMITS TO: FM 3358 (S)						MPO PROJ NUM: F 501		
PROJECT RESURFACE EXISTING 4-LANE RURAL HIGHWAY						FUNDING CAT(S): 1		
DESCR:						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 177,693	COST OF APPROVED PHASES:	1-PRVNT	\$ 2,901,110	\$ 725,277	\$ C	\$ C	\$ 3,626,387*
ROW PURCHASE:	\$ C		TOTAL:	\$ 2,901,110	\$ 725,277	\$ C	\$ C	\$ 3,626,387
CONST COST:	\$ 3,626,387							
CONST ENG:	\$ 126,199							
CONTING:	\$ 63,462							
IND COSTS:	\$ C							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 4,107,609							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	GREGG	0096-04-066	US 80	C, E, R	LONGVIEW		\$ 4,570,287	
LIMITS FROM: SL 485, E 1.15 MI						REVISION DATE: 07/2016		
LIMITS TO: LOCKERPLANT RD IN GLADEWATER						MPO PROJ NUM: F 107		
PROJECT RECONSTRUCT RDWY W/ CENTER 2-WAY LEFT TURN LN & CURB						FUNDING CAT(S): 1		
DESCR: & GUTTER						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 196,804	COST OF APPROVED PHASES:	1-PRVNT	\$ 3,200,000	\$ 800,000	\$ C	\$ C	\$ 4,000,000
ROW PURCHASE:	\$ C		2U-URBAN CRDR:	\$ 0	\$ 0	\$ C	\$ C	\$ 0
CONST COST:	\$ 4,016,424		TOTAL:	\$ 3,200,000	\$ 800,000	\$ C	\$ C	\$ 4,000,000
CONST ENG:	\$ 272,715							
CONTING:	\$ 84,344							
IND COSTS:	\$ C							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 4,570,287							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	HARRISON	1575-02-034	FM 968	C	LONGVIEW		\$ 1,433,773	
LIMITS FROM GREGG C/L						REVISION DATE: 07/2016		
LIMITS TO: US 80						MPO PROJ NUM: F 504		
PROJECT TEXTURIZE SHOULDERS & CL TEXTURING						FUNDING CAT(S): 8		
DESCR:						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 70,255	COST OF APPROVED PHASES:	8-SAFETY:	\$ 1,290,396	\$ 143,377	\$ C	\$ C	\$ 1,433,773*
ROW PURCHASE:	\$ C		TOTAL:	\$ 1,290,396	\$ 143,377	\$ C	\$ C	\$ 1,433,773
CONST COST:	\$ 1,433,773							
CONST ENG:	\$ 94,486							
CONTING:	\$ 15,772							
IND COSTS:	\$ C							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 1,711,638							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
19 - ATLANTA	UPSHUR	1385-01-037	SH 300	C	LONGVIEW		\$ 255,492		
LIMITS FROM US 271						REVISION DATE: 07/2016			
LIMITS TO: GREGG C/L						MPO PROJ NUM: F 504			
PROJECT PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS						FUNDING CAT(S): 8			
DESCR: P7:						PROJECT HISTORY:			
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$ 12,519	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ C		8-SAFETY:	\$ 229,943	\$ 25,549	\$ C	\$ C	\$ C	\$ 255,492*
CONST COST:	\$ 255,492		TOTAL:	\$ 229,943	\$ 25,549	\$ C	\$ C	\$ C	\$ 255,492
CONST ENG:	\$ 11,420								
CONTING:	\$ C								
IND COSTS:	\$ C								
BND FINANCING:	\$ C								
TOTAL PRJ COST:	\$ 287,454								

FY 2018

GROUPED PROJECTS LONGVIEW METROPOLITAN PLANNING ORGANIZATION

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
19 - ATLANTA	HARRISON	2642-02-024	SL 281	C	LONGVIEW		\$ 148,709		
LIMITS FROM AT INTERSECTION OF PAGE ROAD						REVISION DATE: 07/2016			
LIMITS TO:						MPO PROJ NUM: F 504			
PROJECT IMPROVE TRAFFIC SIGNALS, INTERCONNECT SIGNALS, INSTALL FLASHING YELLOW						FUNDING CAT(S): 8			
DESCR: ARROW, INSTALL RAISED MEDIAN, SAFETY LIGHTING						PROJECT HISTORY:			
REMARKS P7:									
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$ 7,287	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ C		8-SAFETY:	\$ 133,838	\$ 14,871	\$ C	\$ C	\$ C	\$ 148,709*
CONST COST:	\$ 148,709		TOTAL:	\$ 133,838	\$ 14,871	\$ C	\$ C	\$ C	\$ 148,709
CONST ENG:	\$ 6,647								
CONTING:	\$ C								
IND COSTS:	\$ C								
BND FINANCING:	\$ C								
TOTAL PRJ COST:	\$ 167,268								

FY 2019

GROUPED PROJECTS LONGVIEW METROPOLITAN PLANNING ORGANIZATION

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
19 - ATLANTA	HARRISON	0138-14-014	FM 2208	C	LONGVIEW		\$ 270,394		
LIMITS FROM FM 449						REVISION DATE: 07/2016			
LIMITS TO: FM 2879						MPO PROJ NUM: F 504			
PROJECT PROFILE CENTERLINE & EDGELINE MARKINGS CENTERLINE BARS & EDGELINE BARS						FUNDING CAT(S): 8			
DESCR: P7:						PROJECT HISTORY:			
REMARKS P7:									
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$ 13,249	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ C		8-SAFETY:	\$ 243,354	\$ 27,039	\$ C	\$ C	\$ C	\$ 270,394*
CONST COST:	\$ 270,394		TOTAL:	\$ 243,354	\$ 27,039	\$ C	\$ C	\$ C	\$ 270,394
CONST ENG:	\$ 12,087								
CONTING:	\$ C								
IND COSTS:	\$ C								
BND FINANCING:	\$ C								
TOTAL PRJ COST:	\$ 304,139								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	HARRISON	2880-01-021	FM 2879	C	LONGVIEW		\$ 89,405	
LIMITS FROM FM 449						REVISION DATE: 07/2016		
LIMITS TO: FM 2208						MPO PROJ NUM: F 504		
PROJECT PROFILE CENTERLINE MARKINGS CENTERLINE BARS						FUNDING CAT(S): 8		
DESCR:						PROJECT HISTORY:		
REMARKS						P7:		
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE		
PRELIM ENG:	\$ 4,381	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$ C		FEDERAL	STATE	LOCAL	LC	TOTAL	
CONST COST:	\$ 89,405		8-SAFETY:	\$ 80,465	\$ 8,941	\$ C	\$ C	\$ 89,405*
CONST ENG:	\$ 3,996		TOTAL:	\$ 80,465	\$ 8,941	\$ C	\$ C	\$ 89,405
CONTING:	\$ C							
IND COSTS:	\$ C							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 100,563							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	UPSHUR	2157-01-020	FM 2685	C	LONGVIEW		\$ 228,635	
LIMITS FROM FM 1404						REVISION DATE: 07/2016		
LIMITS TO: US 80						MPO PROJ NUM: F 504		
PROJECT PROFILE EDGELINE & CENTERLINE BARS						FUNDING CAT(S): 8		
DESCR:						PROJECT HISTORY:		
REMARKS						P7:		
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE		
PRELIM ENG:	\$ 11,209	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$ C		FEDERAL	STATE	LOCAL	LC	TOTAL	
CONST COST:	\$ 228,635		8-SAFETY:	\$ 205,772	\$ 22,864	\$ C	\$ C	\$ 228,635*
CONST ENG:	\$ 10,220		TOTAL:	\$ 205,772	\$ 22,864	\$ C	\$ C	\$ 228,635
CONTING:	\$ C							
IND COSTS:	\$ C							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 257,169							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	UPSHUR	0096-03-071	US 80	C	LONGVIEW		\$ 876,834	
LIMITS FROM 0.5 MI. E. OF SH 155						REVISION DATE: 07/2016		
LIMITS TO: FM 2685						MPO PROJ NUM: F 504		
PROJECT TEXTURIZE SHOULDERS & CL TEXTURING						FUNDING CAT(S): 8		
DESCR:						PROJECT HISTORY:		
REMARKS						P7:		
TOTAL PROJECT COST INFORMATION						AUTHORIZED FUNDING BY CATEGORY/SHARE		
PRELIM ENG:	\$ 42,965	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$ C		FEDERAL	STATE	LOCAL	LC	TOTAL	
CONST COST:	\$ 876,834		8-SAFETY:	\$ 789,151	\$ 87,683	\$ C	\$ C	\$ 876,834*
CONST ENG:	\$ 57,783		TOTAL:	\$ 789,151	\$ 87,683	\$ C	\$ C	\$ 876,834
CONTING:	\$ 9,645							
IND COSTS:	\$ C							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 1,046,765							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

APPENDIX D

PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

Appendix D contains projects that are scheduled for implementation beyond the four years of the TIP time frame, and it in no way implies these projects are programmed in the TIP. Cost estimates are preliminary and do not represent any commitment of construction funding. The costs are expressed in future dollars out to the year they are expected to be implemented.

The purpose of Appendix D is to identify projects that are undergoing preliminary engineering and environmental analysis (PE/EA) consistent with early project development. These projects are referenced in the Transportation Improvement Program in order to facilitate the feasibility and PE/EA phases.

Project Name:	FM 2275 (GEORGE RICHEY RD.)	Fiscal Year	2021
From & To:	FM 3272 TO SH 300	Remarks	
County:	GREGG	Revision Date:	6/2016
CSJ Number	2158-01-013 & 2158-01-020	Funding Category	2U
Description	WIDEN FROM 2 TO 4 LANES, DIVIDED	YOE inflated Total Project Cost:	\$16,529,370
Phase:	E	Revision Date:	7/2016