

# 2019 - 2022 TRANSPORTATION IMPROVEMENT PROGRAM

Longview Metropolitan Planning Organization

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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. The MTP with a base year of 2013 and 2045 projections was adopted November 10, 2019.

## Longview MPO Policy Board

Hon. Andy Mack\*  
*Longview Mayor*

Hon. Kyle Kutch\*  
*White Oak Mayor*

Phillip Mauldin\*  
*Harrison County Commissioner*

Glenn Green\*  
*TxDOT Tyler District Engineer*

Keith Bonds\*  
*Longview City Manager*

Rolin McPhee\*  
*Longview Public Works Director*

Jay Dean & Chris Paddie  
*Texas State Representatives*

Hon. Bill Stoudt\*  
*Gregg County Judge*

Hon. J.D. Shipp\*  
*Gladewater Mayor*

Hon. Dean Fowler\*  
*Upshur County Judge*

Michael Anderson\*  
*TxDOT Atlanta District Engineer*

Michael Shirley\*  
*Longview Development Services Director*

Nick Page  
*TxDOT Field Representative*

Justin Morgan  
*Federal Highway Administration*

\*voting member

# Supporting Organizations

The creation of this short-term plan was made possible with the coordination between the following agencies, organizations, and entities.

## Cities



## Counties



## State Agencies



## Federal Agencies



## 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 Fixing America's Surface Transportation (FAST) Act, which was passed on December 4, 2015 and with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule (23 CFR Part 450, 49 CFR Part 613), 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 the FAST Act §1203; 23 USC 150.

## Guiding Regulations

On July 6, 2012, President Barack Obama signed into law the transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) Act. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, MAP-21 represented the largest surface transportation investment in our nation's history. The bill authorized transportation programs and projects for the two year period of 2012-2014. Prior to MAP-21, the three landmark bills that brought surface transportation into the 21st century – the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) shaped the highway program to meet the nation's changing transportation needs. MAP-21 addressed the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting

the environment, as well as laying the groundwork for addressing future challenges.

On December 4th, 2015, President Barack Obama signed the Fixing America's Surface Transportation Act (FAST) Act into law. The FAST Act provides longterm funding certainty for surface transportation investment as it authorizes \$305 billion for fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act requires the Metropolitan Planning Organization (MPO) to consider planning strategies that will serve to advance ten (10) transportation-planning factors identified under the FAST Act:

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 and 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

In general, the FAST Act maintains requirements outlined under the previous transportation bill, MAP-21, the Moving Ahead for Progress in the 21st Century Act. A key feature of MAP-21 that is continued in the FAST Act is the establishment of Performance Management, a performance-based approach to planning road and highway projects, as outlined in the next section.

## Performance Management

Performance Management is a strategy that uses system information to make investment and policy decisions, in order to achieve national and state performance goals. Performance Management is focused on four areas: Safety, Pavement & Bridge, System Performance, and Transit Asset Management. The FAST Act requirements for each of these areas come in phases, over time, with specific deadlines. In collaboration with the Texas Department of Transportation (TxDOT), the Longview MPO has developed goals, set targets for measures, create plans and report results, all in an effort to make performance-based decisions about how to invest transportation funding for a safer and better connected system.

Performance based planning process has been in place since 2014 when the Longview MPO adopted a project ranking criteria during the development of the 2040 Metropolitan Transportation Plan. Safety is the most heavily weighted factor when selecting long range highway projects. The MPO utilizes a performance-based approach to planning roadway and highway projects to make informed decisions about how to invest transportation funding using goals and measures. The result is a better connected transportation system for the greater Longview area. Due the fact that safety, pavement condition, and congestion are factors in the MPO's project evaluation criteria, the mobility projects in the 2019 – 2022 Transportation Improvement Program meet the performance management emphasis areas.

Safety was the first Performance Management area to be adopted by the MPO On February 28, 2018. The MPO adopted TxDOT's safety targets for five (5) performance measures: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, Rate of Serious Injuries, and Number of Non-Motorized Fatalities and Serious Injuries involving bicyclists and pedestrians. The goal is to set a target reflecting a 2% reduction by the year 2022, even with the increase in population and economic growth that Texas is experiencing, which is approximately 1.8% per year. The focus on safety is a multi-prong approach for reducing dangerous crashes. In addition to building safer highways, there's an emphasis to address pedestrian safety, roadway and lane departures, speeding, etc; all with the goal of reducing fatalities and serious injury crashes. On February 13, 2019, the MPO Policy Board adopted TxDOT's safety targets for 2019 and on February 19, 2020 for 2020, continuing the effort to reach a 2% reduction by the year 2022.

### PM1: Safety Performance Targets

2020 Safety Targets	Number of Fatalities	Number of Serious Injuries	Fatality Rate	Serious Injury Rate	Total Number of Non-Motorized Fatalities and Serious Injuries
	*Source: FARS/CRIS/ARF DATA	*Source: CRIS DATA	*Source: FARS/CRIS/ARF DATA	*Source: CRIS DATA	*Source: FARS/CRIS/ARF DATA
<b>2016</b>	3,797	17,573	1.40	6.48	2,304
<b>2017</b>	3,722	17,535	1.37	6.42	2,146
<b>2018</b>	3,631	14,892	1.31	5.37	2,104
<b>2019 Target</b>	3,980	18,367	1.47	6.60	2,394
<b>2020 Target</b>	4,068	18,602	1.48	6.56	2,477
<b>2020 Target expressed as 5-year average</b>	3,840	17,394	1.406	6.286	2,285.0

In the realm of Longview’s public transportation system, Longview Transit has adopted performance management to maintain the bus system in a State of Good Repair. The Federal Transit Administration recommends Transit Asset Management practices to preserve and expand transit investments. Having well-maintained, reliable transit infrastructure such as vehicles and stations will help ensure safe, dependable and accessible services.

Longview Transit has chosen to use the FTA default Useful Life Benchmark (ULB) for rolling stock and the TERM five point scale for facilities. The Longview MPO adopted Longview Transit ULBs performance targets for state of good repairs: buses – ULB of 14 years; cutaway buses – ULB of 10 years; minivans – ULB of 8 years; vans – ULB of 8 years; and autos/trucks – ULB of 8 years. The Longview Transit facility was rated at 3 (adequate). The Longview MPO transit performance targets were adopted by the MPO Policy Board on April 26, 2017.

One of the transit provider responsibilities in performance-based planning is to develop a Transit Asset Management Plan, which identifies investment strategies and includes established State of Good Repair targets. The deadline for creating this plan was October 1, 2018. Longview Transit developed an initial Transit Asset Management (TAM) Plan on May 1, 2018 to maximize the utilization of capital assets, defined by the FTA as rolling stock (revenue vehicles), equipment (no-revenue vehicles), and facilities. The Longview MPO adopted Longview Transit’s TAM Plan targets on November 14, 2018 for incorporation into short and long range planning efforts.

### Transit Asset Management (TAM) Targets

Asset Category – Performance Measures	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
<b>Revenue Vehicles</b>						
Age - % of vehicles that have met or exceeded their ULB	BU - Bus	1%	1%	1%	1%	1%
	CU – Cutaway Bus	1%	1%	1%	1%	1%
	MV - Minivan	25%	25%	25%	25%	25%
	VN - Van	50%	50%	50%	50%	50%
<b>Equipment</b>						
Age - % of vehicles that have met or exceeded their ULB	Non-revenue/service automobile	75%	75%	75%	75%	75%
	Trucks and other rubber tire vehicles	75%	75%	75%	75%	75%
<b>Facilities</b>						
Condition - % of facilities with a condition rating below 3.0 on the TERM Scale	Administration	1%	1%	1%	1%	1%
	Maintenance	1%	1%	1%	1%	1%

In May 2018, the MPO signed a Memorandum of Understanding (MOU) with TxDOT and Longview Transit to outline roles and responsibilities of performance measures. The purpose of the MOU is to identify how performance base planning will be implemented between these three agencies and to outline collaborative tasks to be performed to advance Performance Management.

In June 2018, TxDOT, in coordination with the Texas MPOs, established targets for the remaining performance measure categories - Pavement & Bridge Condition Measures (PM2) and Performance of NHS, Freight and CMAQ Measures (PM3). Of these categories, the Longview MPO considered adopting the State’s targets for Pavement Condition on Interstate (IH), Pavement Condition on non-IH NHS (National Highway System), NHS Bridge Deck Condition, Level of Travel Time Reliability (LOTTR) on IH, LOTTR on non-IH, and Truck Travel Time Reliability

(TTTR). The draft performance measure targets were presented to the Technical Advisory Committee on October 24 and November 7, 2018. The MPO Policy Board formally adopted TxDOT’s targets for PM2 and PM3 on November 14, 2018.

The Longview MPO will continue to incorporate performance measure targets into the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) documents and focus on accountability for project selection with the goal of better connected and productive communities. Tracking progress towards State and National goals will allow the MPO to make adjustments aimed at a better performing transportation system.

### PM2: Pavement & Bridge Condition Targets

Performance Measure	Baseline	2020 Target	2022 Target
<b>Pavements of the Interstate system</b>			
Percentage in Good Condition	n/a	n/a	66.4%
Percentage in Poor Condition	n/a	n/a	0.3%
<b>Pavements on the non-Interstate National Highway System</b>			
Percentage in Good Condition	54.4%	52.0%	52.3%
Percentage in Poor Condition	13.8%	14.3%	14.3%
<b>National Highway System bridge deck area</b>			
Percentage in Good Condition	50.63%	50.58%	50.42%
Percentage in Poor Condition	0.88%	0.80%	0.80%

### PM3: System Performance Targets

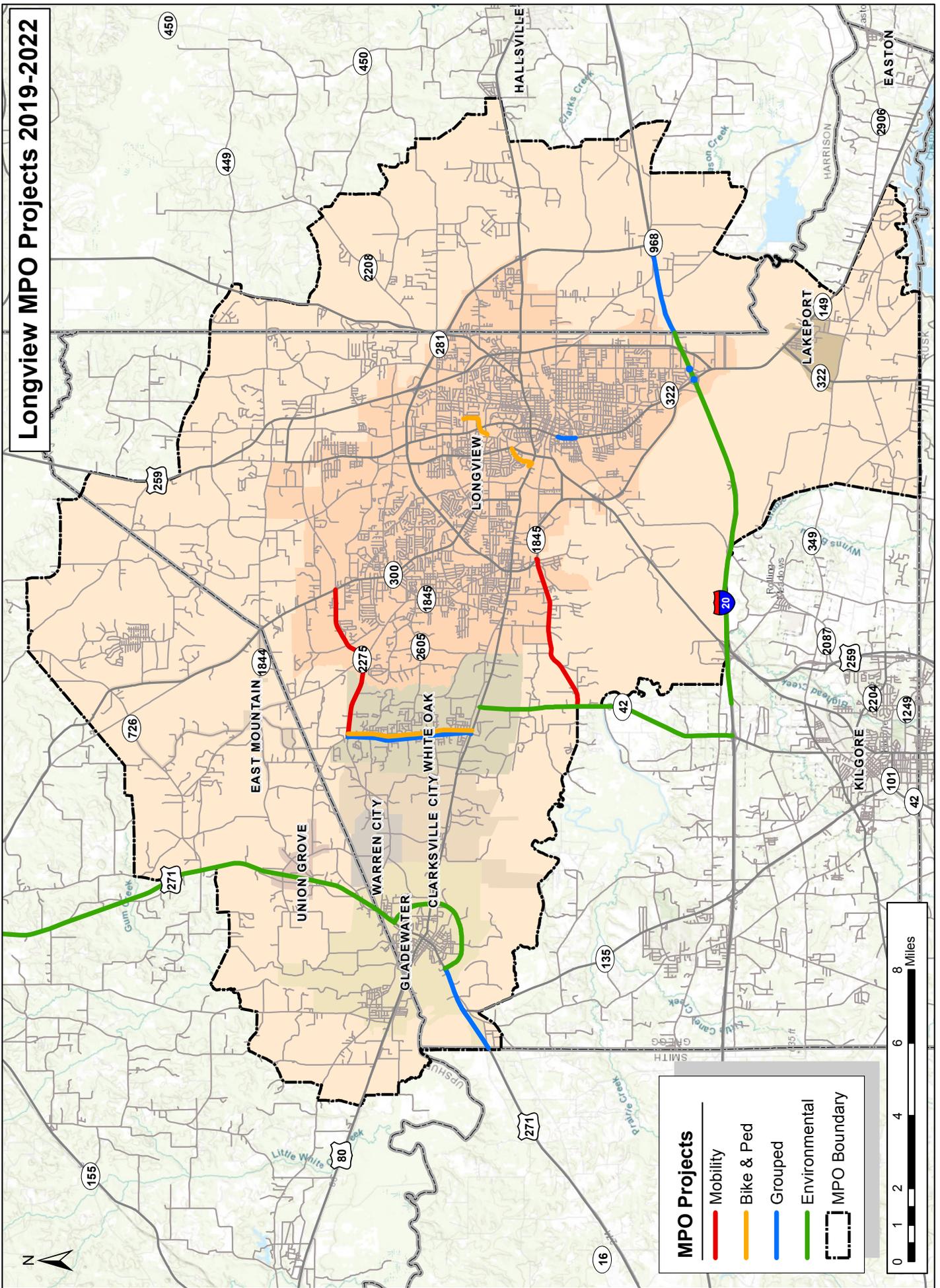
Performance Measure	Baseline	2020 Target	2022 Target
Percentage of person-miles traveled on the Interstate system that are reliable (TTR-IH)	79.6%	61.2%	56.6%
Percentage of person-miles traveled on the non-Interstate National Highway System that are reliable (TTR Non-IH)	n/a	n/a	55.4%
Freight Truck Travel Time Reliability (TTTR) Index	1.50	1.70	1.79

The Longview MPO TIP includes widening FM 2206 from two lanes to a divided four lane roadway with a center turn lane. Traffic on FM 2206 is presently at capacity or exceeds capacity and a significant portion of this is heavy truck traffic. Future traffic volumes are projected to have 11,000 plus vehicles per day. A two lane roadway can’t handle this volume of vehicles, plus the heavy truck traffic. Widening FM 2206 will greatly improve the freight mobility in and out of Longview and for the commercial businesses and manufacturers on FM 2206 and Fisher Rd. In addition, this roadway will include a center turn lane for safer turning movements and provide pedestrian and bicycling improvements. The Longview MPO TIP includes the widening of FM 2275 and US 271 that will both improve freight mobility and safety within the MPA.

## 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.

# Longview MPO Projects 2019-2022



**MPO Projects**

- Mobility
- Bike & Ped
- Grouped
- Environmental
- MPO Boundary



# Public Involvement Process

The 2019-2022 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 18th, 2018. On April 24th, a public meeting hosted by TxDOT was held in Gladewater to solicit feedback from the public on proposed roadway improvements for US 271 & Loop 485. A public meeting was held to present the draft TIP on May 1st 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 Longview Transit buses. The Media Development Team created a motion graphic about the meeting and posted on social media and CityView. These notices 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, Longview Public Library, and online at [LongviewTexas.gov/MPO](http://LongviewTexas.gov/MPO). The meeting was live streamed on CityView Municipal TV [LongviewTexas.gov/CityView](http://LongviewTexas.gov/CityView) and Longview Cable TV, Channel 5. After the meeting, citizens could view the recorded meeting online in the CityView Video Library. A public comment and review period was held from May 1st through May 11th. The block ad notifying the citizens of the public comment period and meetings was published in four area newspapers: the Longview News-Journal on April 26th, in La Opinion, a Spanish newspaper, on April 25th, in the East Texas Review on April 26th, and in the Gladewater Mirror on April 25th.

In conjunction with advertising the May 1st and May 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 2019-2022 Transportation Improvement Program on May 23, 2018. Longview MPO staff administratively amended authorized funding for CSJ: 2073-01-009 and Total Project Cost (TPC) for CSJ: 2073-01-009, 2158-01-020, and 2158-01-019 in October 2018. Revisions were presented at a public meeting on April 9th, 2019 to consider grouping CSJ: 2073-01-010 and 0165-03-036. In addition, Right-of-Way phase and funding was added to CSJ: 2158-01-020 and 2158-01-019. MPO staff also updated TPC for CSJ: 2073-01-009. The public comment period was open from April 9th to April 19th, 2019. The Technical Committee reviewed the TIP revisions on April 17th and the MPO Policy Board approved the revisions on April 24th, 2019. The TIP was administratively revised in April 2020 to add the Construction phase to CSJ 2073-01-010.

## Progress from Previous Year

Highway, transit, bridge, pedestrian, and other projects annually let to contract can be found at the MPO's website at [LongviewTexas.gov/MPO](http://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](mailto:MPO@LongviewTexas.gov).

# Project Selection Process

Federal and state funded capacity expansions are selected from the Metropolitan Transportation Plan (MTP). 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 65 in 2016. In future years, this downward trend will help Longview maintain its attainment status. 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

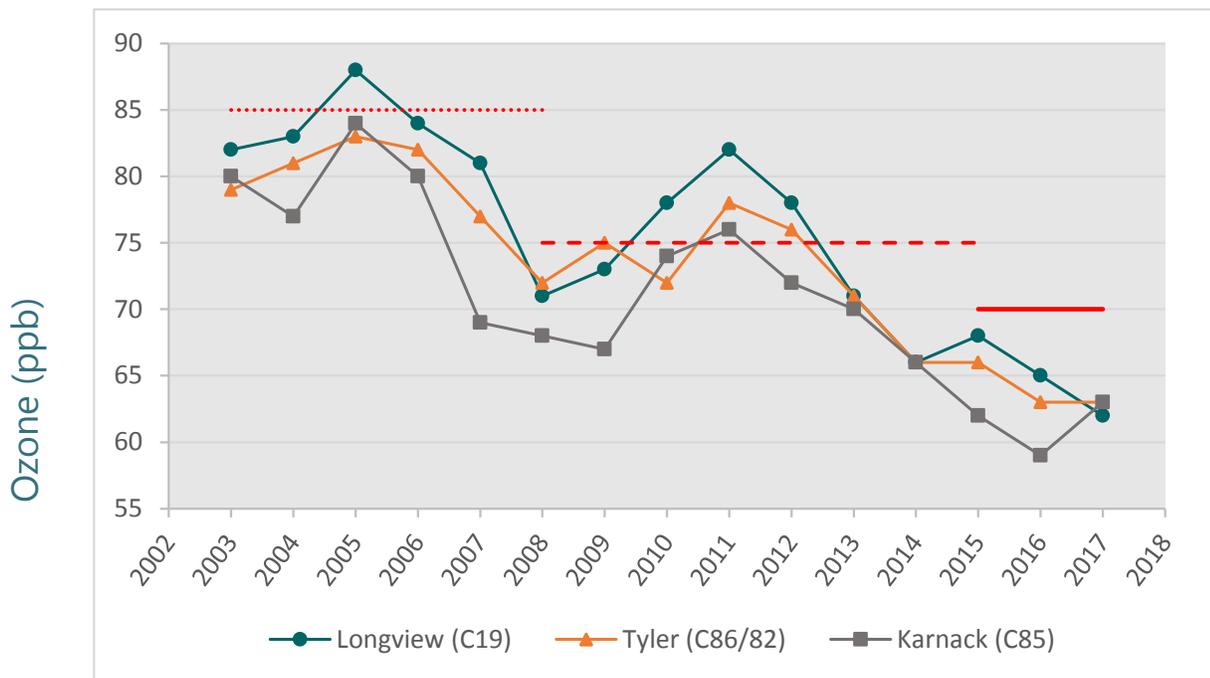


FIGURE 1. Trends in the annual 4th highest 8-hour ozone design values at Longview, Tyler and Karnack monitors are illustrated by year. The dotted red line shows the 1996 85 parts per billion (ppb) standard. The dashed red line shows the 2008 75 ppb ozone standard and the solid red line show the 2015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

## 8-Hour Ozone Design Value Trends

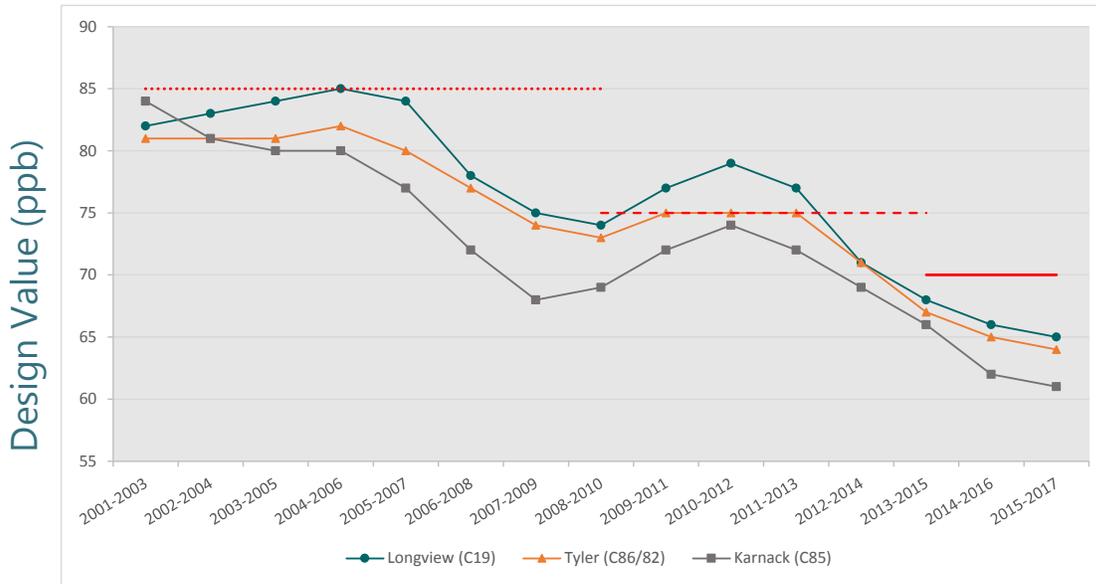


FIGURE 2. Trends in the annual 4th highest 8-hour ozone values at Longview, Tyler and Karnack monitors are illustrated by 3-year periods. The dotted red line shows the 1996 85 parts per billion (ppb) standard. The dashed red line shows the 2008 75 ppb ozone standard and the solid red line show the 2015 70 ppb standard.

In October 2015, the EPA announced a new ozone standard of 70 ppb and issued final designations for most of the areas in the United States in November 2017. Specifically, the EPA found that most areas in the country meet the ozone standards and designated these areas, including the Longview Metropolitan Area, as being in attainment. In the future, if designation is made as non-attainment, the Longview MPO will be required to demonstrate transportation conformity. The northeast Texas area, especially Longview, has a bulk of the energy production to the area. Due to occasional drastic weather conditions 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 typically have higher levels of pollution.

## 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. 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](http://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 2019-2022 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 2019-2022 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 2019-2022 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 the FAST Act. 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	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	2073-01-009	FM 2206	C,E,R	LONGVIEW	TXDOT-TYLER	\$15,100,000		
<b>LIMITS FROM:</b>		2.05 MI E OF SH 42 (FISHER RD), E							
<b>LIMITS TO:</b>		SL 281 IN LONGVIEW							
<b>PROJECT DESCR:</b>						<b>REVISION DATE:</b>	05/2019		
<b>PROJECT DESCR:</b>						<b>MPO PROJECT NUM:</b>	F 115		
<b>PROJECT DESCR:</b>						<b>FUNDING CAT(S):</b>	2U,1		
<b>REMARKS P7:</b>				<b>PROJECT HISTORY:</b>					
ESTIMATE INFLATED TO LET DATE				WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/ FLUSH MEDIAN					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	739,900		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	6,876,163	<b>COST OF</b>	2U	\$11,704,000	\$2,926,000	\$0	\$0	\$0	\$14,630,000
CONST COST: \$	15,100,000	<b>APPROVED</b>	1	\$376,000	\$94,000	\$0	\$0	\$0	\$470,000
CONST ENG: \$	748,960	<b>PHASES</b>	<b>TOTAL</b>	\$12,080,000	\$3,020,000	\$0	\$0	\$0	\$15,100,000
CONTING: \$	300,490	\$ 15,100,000							
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	564,740								
TOTAL COST: \$	24,330,253								

### FY 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	2073-01-010	FM 2206	C	LONGVIEW	TXDOT-TYLER	\$14,510,000		
<b>LIMITS FROM:</b>		SH 42, E							
<b>LIMITS TO:</b>		1.6 MI W OF SL281 (FISHER RD) IN LONGVIEW							
<b>PROJECT DESCR:</b>						<b>REVISION DATE:</b>	05/2020		
<b>PROJECT DESCR:</b>						<b>MPO PROJECT NUM:</b>	1060		
<b>PROJECT DESCR:</b>						<b>FUNDING CAT(S):</b>	2U,1		
<b>REMARKS P7:</b>				<b>PROJECT HISTORY:</b>					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	852,600		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	11,688,600	<b>COST OF</b>	2U	\$11,600,000	\$2,900,000	\$0	\$0	\$0	\$14,500,000
CONST COST: \$	14,510,000	<b>APPROVED</b>	1	\$8,000	\$2,000	\$0	\$0	\$0	\$10,000
CONST ENG: \$	863,040	<b>PHASES</b>	<b>TOTAL</b>	\$11,608,000	\$2,902,000	\$0	\$0	\$0	\$14,510,000
CONTING: \$	580,400	\$ 14,510,000							
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	870,600								
TOTAL COST: \$	29,365,240								

### FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	2158-01-020	FM 2275	C,E,R	LONGVIEW	TXDOT-TYLER	\$13,500,000		
<b>LIMITS FROM:</b>		FM 1845 (PINE TREE RD), E							
<b>LIMITS TO:</b>		SH 300 IN LONGVIEW							
<b>PROJECT DESCR:</b>						<b>REVISION DATE:</b>	05/2019		
<b>PROJECT DESCR:</b>						<b>MPO PROJECT NUM:</b>	F 246		
<b>PROJECT DESCR:</b>						<b>FUNDING CAT(S):</b>	2U		
<b>REMARKS P7:</b>				<b>PROJECT HISTORY:</b>					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	661,500		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	9,000,000	<b>COST OF</b>	2U	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
CONST COST: \$	13,500,000	<b>APPROVED</b>	<b>TOTAL</b>	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
CONST ENG: \$	669,600	<b>PHASES</b>							
CONTING: \$	268,650	\$ 13,500,000							
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	504,900								
TOTAL COST: \$	24,604,650								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER  
 \* FUNDING NOT FIXED

## FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	2158-01-019	FM 2275	C,E,R	LONGVIEW	TXDOT-TYLER	\$13,500,000		
<b>LIMITS FROM:</b> FM 3272 IN WHITE OAK, E									
<b>LIMITS TO:</b> FM 1845 (PINE TREE RD) IN LONGVIEW							<b>REVISION DATE:</b> 05/2019		
<b>PROJECT DESCR:</b> WIDEN 2 LNS TO 4 LN DIVIDED ROADWAY W/ FLUSH MEDIAN						<b>MPO PROJECT NUM:</b> F 247			
<b>REMARKS P7:</b>						<b>FUNDING CAT(S):</b> 2U,4			
<b>PROJECT HISTORY:</b>									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	661,500		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	12,000,000	<b>COST OF APPROVED PHASES</b>	2U	\$6,616,000	\$1,654,000	\$0	\$0	\$0	\$8,270,000
CONST COST: \$	13,500,000		4	\$4,184,000	\$1,046,000	\$0	\$0	\$0	\$5,230,000
CONST ENG: \$	669,600		<b>TOTAL</b>	<b>\$10,800,000</b>	<b>\$2,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,500,000</b>
CONTING: \$	268,650								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	504,900								
<b>TOTAL COST: \$</b>	<b>27,604,650</b>								

# Bicycle & Pedestrian Projects

## LONGVIEW METROPOLITAN PLANNING ORGANIZATION

### FY 2019

DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST		
TYLER	LONGVIEW	GREGG	0910-07-076	CS	C,E	LONGVIEW	\$ 6,056,470		
<b>LIMITS FROM:</b> Along Guthrie Creek, from US 80 to Spur 63						<b>PROJECT SPONSOR:</b> CITY OF LONGVIEW			
<b>LIMITS TO:</b> & from Johnson St. to Eden St. in Longview						<b>REVISION DATE:</b> 02/2018			
<b>PROJECT DESCR:</b> Completion of two gap sections in the Guthrie Creek Trail System. The 12 ft. wide SUP will include five pedestrian bridges over creeks, crosswalks, warning signs at surface roadway crossings, as well as pedestrian underpasses at Spur 63 and Spur 502						<b>MPO PROJ NUM:</b> F 505			
<b>REMARKS P7:</b> Longview - Guthrie Creek Shared Use Path (SUP)						<b>FUNDING CAT(S):</b>			
<b>PROJECT HISTORY:</b> 10/26/17, MO 115076									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	236,992	<b>COST OF APPROVED PHASES</b>	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	0		BTAP	\$ 3,028,235	\$ 0	\$ 0	\$ 757,059	\$ 0	\$ 3,785,294
CONST COST: \$	5,740,481		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,271,176	\$ 2,271,176
CONST ENG: \$	78,997		<b>TOTAL</b>	<b>\$ 3,028,235</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 757,059</b>	<b>\$ 2,271,176</b>	<b>\$ 6,056,470</b>
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
<b>TOTAL COST: \$</b>	<b>6,056,470</b>								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER  
 \* FUNDING NOT FIXED

**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>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F402	<b>Federal Share</b>	\$533,000
<b>Apportionment Year</b>	2019	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$133,250
<b>Brief Project Description</b>	Capital - Equipment, Preventive Maintenance, Rolling Stock	<b>Fiscal Year Cost</b>	\$666,250
		<b>Total Project Cost</b>	\$666,250
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F403	<b>Federal Share</b>	\$80,000
<b>Apportionment Year</b>	2019	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$20,000
<b>Brief Project Description</b>	Planning - Technical Study	<b>Fiscal Year Cost</b>	\$100,000
		<b>Total Project Cost</b>	\$100,000
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F401	<b>Federal Share</b>	\$450,000
<b>Apportionment Year</b>	2019	<b>State Funds from TxDOT</b>	\$375,000
<b>Project Phase</b>		<b>Local Funds</b>	\$75,000
<b>Brief Project Description</b>	Operating - Public Transit	<b>Fiscal Year Cost</b>	\$900,000
		<b>Total Project Cost</b>	\$900,000
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F402	<b>Federal Share</b>	\$122,720
<b>Apportionment Year</b>	2019	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$30,680
<b>Brief Project Description</b>	Capital - ADA	<b>Fiscal Year Cost</b>	\$153,400
		<b>Total Project Cost</b>	\$153,400
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

## FY 2019 TRANSIT PROJECT LISTING

### LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project/Reference Number</b>		<b>Federal Share</b>	\$108,384
<b>Apportionment Year</b>	2019	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$0
<b>Brief Project Description</b>	The purchase of two paratransit vehicles.	<b>Fiscal Year Cost</b>	\$108,384
		<b>Total Project Cost</b>	\$108,384
		<b>Trans. Dev. Credits Requested</b>	\$21,677
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>Dec 22, 2017</b>	\$21,677
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5311(f)</b>
<b>MPO Project/Reference Number</b>		<b>Federal Share</b>	\$1,085,000
<b>Apportionment Year</b>	2019	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$130,200
<b>Brief Project Description</b>	Construction of Transfer Center at the Longview Multimodal Facility.	<b>Fiscal Year Cost</b>	\$1,215,200
		<b>Total Project Cost</b>	\$1,215,200
		<b>Trans. Dev. Credits Requested</b>	\$11,840
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>Sept 2016</b>	\$11,840
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>TxDOT Fleet Replacement</b>
<b>MPO Project/Reference Number</b>		<b>Federal Share</b>	
<b>Apportionment Year</b>	2019	<b>State Funds from TxDOT</b>	\$50,000
<b>Project Phase</b>		<b>Local Funds</b>	\$0
<b>Brief Project Description</b>	Longview Transit has applied for funding for one replacement paratransit vehicle. While currently not approved, it is anticipated that funding will be awarded.	<b>Fiscal Year Cost</b>	\$50,000
		<b>Total Project Cost</b>	\$50,000
		<b>Trans. Dev. Credits Requested</b>	\$10,000
		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Sec 5309 ID # if applicable</b>			
<b>Amendment Date &amp; Action</b>			

**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>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F402	<b>Federal Share</b>	\$576,493
<b>Apportionment Year</b>	2020	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$144,123
<b>Brief Project Description</b>	Capital - Equipment, Preventive Maintenance, Rolling Stock	<b>Fiscal Year Cost</b>	\$720,616
		<b>Total Project Cost</b>	\$720,616
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F403	<b>Federal Share</b>	\$86,528
<b>Apportionment Year</b>	2020	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$21,632
<b>Brief Project Description</b>	Planning - Technical Study	<b>Fiscal Year Cost</b>	\$108,160
		<b>Total Project Cost</b>	\$108,160
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F401	<b>Federal Share</b>	\$486,720
<b>Apportionment Year</b>	2020	<b>State Funds from TxDOT</b>	\$405,600
<b>Project Phase</b>		<b>Local Funds</b>	\$81,120
<b>Brief Project Description</b>	Operating - Public Transit	<b>Fiscal Year Cost</b>	\$973,440
		<b>Total Project Cost</b>	\$973,440
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F402	<b>Federal Share</b>	\$127,629
<b>Apportionment Year</b>	2020	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$31,907
<b>Brief Project Description</b>	Capital - ADA	<b>Fiscal Year Cost</b>	\$159,536
		<b>Total Project Cost</b>	\$159,536
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

**FY 2021 TRANSIT PROJECT LISTING**

**LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F402	<b>Federal Share</b>	\$599,553
<b>Apportionment Year</b>	2021	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$149,888
<b>Brief Project Description</b>	Capital - Equipment, Preventive Maintenance, Rolling Stock	<b>Fiscal Year Cost</b>	\$749,441
		<b>Total Project Cost</b>	\$749,441
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F403	<b>Federal Share</b>	\$89,989
<b>Apportionment Year</b>	2021	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$22,497
<b>Brief Project Description</b>	Planning - Technical Study	<b>Fiscal Year Cost</b>	\$112,486
		<b>Total Project Cost</b>	\$112,486
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F401	<b>Federal Share</b>	\$506,189
<b>Apportionment Year</b>	2021	<b>State Funds from TxDOT</b>	\$421,824
<b>Project Phase</b>		<b>Local Funds</b>	\$84,365
<b>Brief Project Description</b>	Operating - Public Transit	<b>Fiscal Year Cost</b>	\$1,012,378
		<b>Total Project Cost</b>	\$1,012,378
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F402	<b>Federal Share</b>	\$132,734
<b>Apportionment Year</b>	2021	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$33,183
<b>Brief Project Description</b>	Capital - ADA	<b>Fiscal Year Cost</b>	\$165,917
		<b>Total Project Cost</b>	\$165,917
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

**FY 2022 TRANSIT PROJECT LISTING**

**LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F402	<b>Federal Share</b>	\$623,535
<b>Apportionment Year</b>	2022	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$155,884
<b>Brief Project Description</b>	Capital - Equipment, Preventive Maintenance, Rolling Stock	<b>Fiscal Year Cost</b>	\$779,418
		<b>Total Project Cost</b>	\$779,418
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F403	<b>Federal Share</b>	\$93,589
<b>Apportionment Year</b>	2022	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$23,397
<b>Brief Project Description</b>	Planning - Technical Study	<b>Fiscal Year Cost</b>	\$116,986
		<b>Total Project Cost</b>	\$116,986
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F401	<b>Federal Share</b>	\$526,436
<b>Apportionment Year</b>	2022	<b>State Funds from TxDOT</b>	\$438,697
<b>Project Phase</b>		<b>Local Funds</b>	\$87,739
<b>Brief Project Description</b>	Operating - Public Transit	<b>Fiscal Year Cost</b>	\$1,052,873
		<b>Total Project Cost</b>	\$1,052,873
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Longview	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project/Reference Number</b>	F402	<b>Federal Share</b>	\$138,043
<b>Apportionment Year</b>	2022	<b>State Funds from TxDOT</b>	\$0
<b>Project Phase</b>		<b>Local Funds</b>	\$34,511
<b>Brief Project Description</b>	Capital - ADA	<b>Fiscal Year Cost</b>	\$172,554
		<b>Total Project Cost</b>	\$172,554
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID # if applicable</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

# Highway Financial Summary

Longview MPO - Districts 10 & 19  
 FY 2019 - 2022 Transportation Improvement Program  
 May 2020 Quarterly Revision

## Funding by Category

Category	FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	\$470,000	\$470,000	\$0	\$0	\$0	\$0	\$0	\$0	\$470,000	\$470,000
2M or 2U	\$14,630,000	\$14,630,000	\$14,510,000	\$14,510,000	\$13,500,000	\$13,500,000	\$8,270,000	\$8,270,000	\$50,910,000	\$50,910,000
3	\$2,271,176	\$2,271,176	\$0	\$0	\$0	\$0	\$0	\$0	\$2,271,176	\$2,271,176
4	\$0	\$0	\$0	\$0	\$0	\$0	\$5,230,000	\$5,230,000	\$5,230,000	\$5,230,000
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	\$3,785,294	\$3,785,294	\$0	\$0	\$0	\$0	\$0	\$0	\$3,785,294	\$3,785,294
10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$21,156,470</b>	<b>\$21,156,470</b>	<b>\$14,510,000</b>	<b>\$14,510,000</b>	<b>\$13,500,000</b>	<b>\$13,500,000</b>	<b>\$13,500,000</b>	<b>\$13,500,000</b>	<b>\$62,666,470</b>	<b>\$62,666,470</b>

## Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
<b>Federal</b>	\$15,108,235	\$11,608,000	\$10,800,000	\$10,800,000	\$48,316,235
<b>State</b>	\$3,020,000	\$2,902,000	\$2,700,000	\$2,700,000	\$11,322,000
<b>*Local Match</b>	\$757,059	\$0	\$0	\$0	\$757,059
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$2,271,176	\$0	\$0	\$0	\$2,271,176
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$21,156,470</b>	<b>\$14,510,000</b>	<b>\$13,500,000</b>	<b>\$13,500,000</b>	<b>\$62,666,470</b>

# Transit Financial Summary

Longview MPO - Districts 10 & 19

FY 2019 - 2022 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

	FY 2019			FY 2020			FY 2021		
	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1			\$0			\$0			\$0
2	\$1,185,720	\$633,930	\$1,819,650	\$1,277,370	\$684,382	\$1,961,752	\$1,328,464	\$711,758	\$2,040,222
3			\$0			\$0			\$0
4			\$0			\$0			\$0
5	\$108,384	\$0	\$108,384			\$0			\$0
6			\$0			\$0			\$0
7			\$0			\$0			\$0
8			\$0			\$0			\$0
9	\$1,085,000	\$130,200	\$1,215,200			\$0			\$0
10	\$0	\$50,000	\$50,000			\$0			\$0
<b>Total Funds</b>	<b>\$2,379,104</b>	<b>\$814,130</b>	<b>\$3,193,234</b>	<b>\$1,277,370</b>	<b>\$684,382</b>	<b>\$1,961,752</b>	<b>\$1,328,464</b>	<b>\$711,758</b>	<b>\$2,040,222</b>
Transportation Development Credits Requested			\$43,517			\$0			\$0
Awarded			\$33,517			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

	FY 2022			Total		
	Federal	Match	Total	Federal	Match	Total
1			\$0	\$0	\$0	\$0
2	\$1,381,603	\$740,228	\$2,121,831	\$5,173,157	\$2,770,298	\$7,943,455
3			\$0	\$0	\$0	\$0
4			\$0	\$0	\$0	\$0
5			\$0	\$108,384	\$0	\$108,384
6			\$0	\$0	\$0	\$0
7			\$0	\$0	\$0	\$0
8			\$0	\$0	\$0	\$0
9			\$0	\$1,085,000	\$130,200	\$1,215,200
10			\$0	\$0	\$50,000	\$50,000
<b>Total Funds</b>	<b>\$1,381,603</b>	<b>\$740,228</b>	<b>\$2,121,831</b>	<b>\$6,366,541</b>	<b>\$2,950,498</b>	<b>\$9,317,039</b>
Transportation Development Credits Requested			\$0			\$43,517
Awarded			\$0			\$33,517

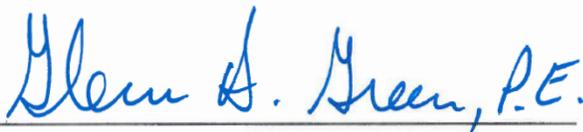
# MPO Self-Certification

In accordance with 23 Code of Federal Regulations (CFR) part 450.336 and 450.220, 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 5303, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 449 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. 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;
7. 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;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. 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

LONGVIEW METROPOLITAN  
PLANNING ORGANIZATION



Glenn Green, P.E.  
District Engineer



Mayor Andy Mack  
Chairman

5/23/18

Date

5/23/18

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

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 2019-2022. 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 System Deployment	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. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.

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).  
 Note 3: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

# 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 2019, 2020, 2021 and 2022. 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 2019

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	HARRISON	0495-08-116	IH 20	C	LONGVIEW		\$ 1,779,130	
LIMITS FROM GREGG C/L						REVISION DATE: 07/2018		
LIMITS TO: 0.1 MI. W. OF SL 281						MPO PROJ NUM:		
PROJECT REHABILITATE SOUTH FRONTAGE ROAD						FUNDING CAT(S): 1		
DESCR:								
REMARKS P7:						PROJECT HISTORY:		
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG: \$	87,177	<b>COST OF APPROVED PHASES:</b>	1-PRVNT	\$ 1,423,304	\$ 355,826	\$ 0	\$ 0	\$ 1,779,130 *
ROW PURCHASE: \$	0		TOTAL:	\$ 1,423,304	\$ 355,826	\$ 0	\$ 0	\$ 1,779,130
CONST COST: \$	1,779,130							
CONST ENG: \$	87,177							
CONTING: \$	890							
IND COSTS: \$	0							
BND FINANCING: \$	0							
<b>TOTAL PRJ COST: \$</b>	<b>2,034,791</b>							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG		FM 3272	C,E	WHITE OAK	TXDOT-TYLER	\$876,424		
LIMITS FROM: Bermuda Dr.						REVISION DATE:			
LIMITS TO: E. Center St. in White Oak						MPO PROJECT NUM: F 505			
PROJECT Construct 6 ft. wide sidewalks on the east side of FM 3272 / White Oak Rd.						FUNDING CAT(S): 9			
DESCR:									
REMARKS P7: Statewide Curb Ramp & Pedestrian Improvement Program funding						PROJECT HISTORY:			
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG: \$		<b>COST OF APPROVED PHASES:</b>	9	\$712,540	\$0	\$0	\$163,884	\$0	\$876,424
ROW PURCH: \$			TOTAL	\$712,540	\$0	\$0	\$163,884	\$0	\$876,424
CONST COST: \$									
CONST ENG: \$									
CONTING: \$									
INDIRECT: \$									
BOND FIN: \$									
POT CHG ORD: \$									
TOTAL COST: \$									

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER  
 \* FUNDING NOT FIXED

## FY 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	GREGG	3465-02-011	FM 3272	C	WHITE OAK		\$ 3,022,699	
LIMITS FROM FM 2275 IN WHITE OAK, S						REVISION DATE: 07/2018		
LIMITS TO: US 80						MPO PROJ NUM:		
PROJECT REPAIR & RESURFACE ROADWAY						FUNDING CAT(S): 1		
DESCR:						PROJECT HISTORY:		
REMARKS P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	\$ 148,112	<b>COST OF APPROVED PHASES:</b>						
ROW PURCHASE:	\$ 0		1-PRVNT	\$ 2,418,159	\$ 604,540	\$ 0	\$ 0	\$ 3,022,699 *
CONST COST:	\$ 3,022,699		TOTAL:	\$ 2,418,159	\$ 604,540	\$ 0	\$ 0	\$ 3,022,699
CONST ENG:	\$ 135,417							
CONTING:	\$ 0							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
<b>TOTAL PRJ COST:</b>	<b>\$ 3,426,531</b>							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	2073-01-010	FM 2206	C	LONGVIEW	TXDOT-TYLER	\$13,404,240		
LIMITS FROM: SH 42, E						REVISION DATE: 05/2020			
LIMITS TO: 1.6 MI W OF SL281 (FISHER RD) IN LONGVIEW						MPO PROJECT NUM: 1060			
PROJECT WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/ FLUSH MEDIAN						FUNDING CAT(S):			
DESCR:						PROJECT HISTORY:			
REMARKS P7:									
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	\$ 852,600	<b>COST OF APPROVED PHASES:</b>	<b>CATEGORY</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCH:	\$ 11,688,600								
CONST COST:	\$ 14,510,000		TOTAL						
CONST ENG:	\$ 863,040								
CONTING:	\$ 580,400								
INDIRECT:	\$ 0								
BOND FIN:	\$ 0								
POT CHG ORD:	\$ 870,600								
<b>TOTAL COST:</b>	<b>\$ 29,365,240</b>								

## FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	GREGG	0910-07-072	CS	C,E	LONGVIEW		\$ 7,757,737	
LIMITS FROM S HIGH ST AT UPRR AND SABINE ST						REVISION DATE: 07/2018		
LIMITS TO: STR#E00469001, 0.8 MI S OF US 80						MPO PROJ NUM:		
PROJECT REPLACE BRIDGE AND APPROACHES						FUNDING CAT(S): 6		
DESCR:						PROJECT HISTORY:		
REMARKS GROUPED_TPP_KLB_10/2017 USE 500000950 FOR PE P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	\$ 338,344	<b>COST OF APPROVED PHASES:</b>						
ROW PURCHASE:	\$ 0		6-STRUCT RHB:	\$ 6,206,190	\$ 1,551,547	\$ 0	\$ 0	\$ 7,757,737 *
CONST COST:	\$ 6,904,973		TOTAL:	\$ 6,206,190	\$ 1,551,547	\$ 0	\$ 0	\$ 7,757,737
CONST ENG:	\$ 514,421							
CONTING:	\$ 0							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
<b>TOTAL PRJ COST:</b>	<b>\$ 7,922,766</b>							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER  
 \* FUNDING NOT FIXED

## FY 2021 Cont.

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
10 - TYLER	GREGG	0495-07-073	IH 20	C,E,R	LONGVIEW		\$ 6,464,314		
LIMITS FROM AT SL281/SH322/ESTES PARKWAY						REVISION DATE: 07/2018			
LIMITS TO: AND AT MLK IN LONGVIEW						MPO PROJ NUM:			
PROJECT IMPROVE VERTICAL CLEARANCE BY REPLACING BRIDGES						FUNDING CAT(S): 1			
DESCR:						PROJECT HISTORY: USE GROUPED # 500000950 FOR PE PHASE TPP_LAM			
REMARKS P7:									
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	\$ 281,933	<b>COST OF APPROVED PHASES:</b>			<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCHASE:	\$ 0		1-PRVNT	\$ 5,171,451	\$ 1,292,863	\$ 0	\$ 0	\$ 6,464,314 *	
CONST COST:	\$ 5,753,728		TOTAL:	\$ 5,171,451	\$ 1,292,863	\$ 0	\$ 0	\$ 6,464,314	
CONST ENG:	\$ 428,653								
CONTING:	\$ 0								
IND COSTS:	\$ 0								
BND FINANCING:	\$ 0								
<b>TOTAL PRJ COST:</b>	<b>\$ 6,601,828</b>								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
19 - ATLANTA	HARRISON	0495-08-108	IH 20	C	LONGVIEW		\$ 7,999,344		
LIMITS FROM AT LANSING SWITCH ROAD						REVISION DATE: 07/2018			
LIMITS TO:						MPO PROJ NUM:			
PROJECT REPLACE BRIDGE & APPROACHES TO IMPROVE VERTICAL CLEARANCE						FUNDING CAT(S): 1,4			
DESCR:						PROJECT HISTORY:			
REMARKS P7:									
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	\$ 391,968	<b>COST OF APPROVED PHASES:</b>			<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCHASE:	\$ 0		1-PRVNT	\$ 1,259,410	\$ 139,934	\$ 0	\$ 0	\$ 1,399,344 *	
CONST COST:	\$ 7,999,344		4-STWIDE CNCT:	\$ 5,940,000	\$ 660,000	\$ 0	\$ 0	\$ 6,600,000	
CONST ENG:	\$ 595,951		TOTAL:	\$ 7,199,410	\$ 799,934	\$ 0	\$ 0	\$ 7,999,344	
CONTING:	\$ 0								
IND COSTS:	\$ 0								
BND FINANCING:	\$ 0								
<b>TOTAL PRJ COST:</b>	<b>\$ 9,178,447</b>								

## FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	0165-03-036	US 271	E	GLADEWATER	TXDOT-TYLER	\$1,029,000		
LIMITS FROM: SL 485 IN GLADEWATER, SW						REVISION DATE: 05/2020			
LIMITS TO: SMITH C/L						MPO PROJECT NUM: F 304			
PROJECT WIDEN 2-LN ROAD TO 4 LANES W/ FLUSH MED TO SH 135 & DEPRESSED MEDIAN FOR						FUNDING CAT(S):			
DESCR: THE REMAINING PROJECT EXTENT									
REMARKS P7:						PROJECT HISTORY:			
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	\$ 1,029,000	<b>COST OF APPROVED PHASES:</b>	<b>CATEGORY</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCH:	\$ 0		TOTAL						
CONST COST:	\$ 21,000,000								
CONST ENG:	\$ 1,041,600								
CONTING:	\$ 417,900								
INDIRECT:	\$ 0								
BOND FIN:	\$ 0								
POT CHG ORD:	\$ 785,400								
<b>TOTAL COST:</b>	<b>\$ 24,273,900</b>								

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.

<b>Project Name:</b>	IH 20	<b>Fiscal Year</b>	2023
<b>From &amp; To:</b>	0.7 mi. W of US 259 (MM 588), E to 1.3 mi. E of SH 31 (MM 590)	<b>Remarks</b>	
<b>District:</b>	10 - Tyler	<b>Phase:</b>	E
<b>County:</b>	Gregg	<b>Funding Category</b>	
<b>CSJ Number</b>	0495-07-074	<b>YOE inflated Total Project Cost:</b>	\$50,000,000
<b>Description</b>	Improve left exit interchange over Union Pacific railroad	<b>Revision Date:</b>	

<b>Project Name:</b>	SH 42	<b>Fiscal Year</b>	2024
<b>From &amp; To:</b>	US 80 in White Oak, S to IH 20 in Kilgore	<b>Remarks</b>	
<b>District:</b>	10 - Tyler	<b>Phase:</b>	E
<b>County:</b>	Gregg	<b>Funding Category</b>	
<b>CSJ Number</b>	0545-04-048	<b>YOE inflated Total Project Cost:</b>	\$46,000,000
<b>Description</b>	Widen from 2-lanes to 4-lanes with flush median and curb & gutter	<b>Revision Date:</b>	

<b>Project Name:</b>	SL 485	<b>Fiscal Year</b>	2024
<b>From &amp; To:</b>	US 271 in S Gladewater, northerly to US 80 in E Gladewater	<b>Remarks</b>	
<b>District:</b>	10 - Tyler	<b>Phase:</b>	E
<b>County:</b>	Gregg	<b>Funding Category</b>	
<b>CSJ Number</b>	3290-02-008	<b>YOE inflated Total Project Cost:</b>	\$16,500,000
<b>Description</b>	Widen 2- lanes to 4-lanes with center turn lane	<b>Revision Date:</b>	

<b>Project Name:</b>	SL 485	<b>Fiscal Year</b>	2024
<b>From &amp; To:</b>	US 80 in E Gladewater, northerly to US 271 in N Gladewater	<b>Remarks</b>	
<b>District:</b>	10 - Tyler	<b>Phase:</b>	E
<b>County:</b>	Gregg	<b>Funding Category</b>	
<b>CSJ Number</b>	3290-02-009	<b>YOE inflated Total Project Cost:</b>	\$5,000,000
<b>Description</b>	Widen 4-lane roadway for center turn lane	<b>Revision Date:</b>	

<b>Project Name:</b>	US 271	<b>Fiscal Year</b>	2024
<b>From &amp; To:</b>	Upshur C/L, 0.1 mi. N of FM 2275, S to SL 485 in Gladewater	<b>Remarks</b>	
<b>District:</b>	10 - Tyler	<b>Phase:</b>	E
<b>County:</b>	Gregg	<b>Funding Category</b>	
<b>CSJ Number</b>	0248-06-017	<b>YOE inflated Total Project Cost:</b>	\$5,000,000
<b>Description</b>	Widen from 2-lanes to 4-lanes with flushed median	<b>Revision Date:</b>	

<b>Project Name:</b>	US 271	<b>Fiscal Year</b>	2024
<b>From &amp; To:</b>	SH 300 in Gilmer to Gregg C/L, 0.1 mi. N of FM 2275	<b>Remarks</b>	
<b>District:</b>	19 - Atlanta	<b>Phase:</b>	E
<b>County:</b>	Upshur	<b>Funding Category</b>	
<b>CSJ Number</b>	0248-05-063	<b>YOE inflated Total Project Cost:</b>	\$81,000,000
<b>Description</b>	Widen existing 4-lane undivided highway to 4-lane divided highway	<b>Revision Date:</b>	

<b>Project Name:</b>	IH 20	<b>Fiscal Year</b>	2027
<b>From &amp; To:</b>	1.2 mi. E of SH 31 (MM 590), E to Harrison C/L	<b>Remarks</b>	
<b>District:</b>	10 - Tyler	<b>Phase:</b>	E
<b>County:</b>	Gregg	<b>Funding Category</b>	
<b>CSJ Number</b>	0495-07-078	<b>YOE inflated Total Project Cost:</b>	\$136,914,300
<b>Description</b>	Widen controlled access facility from 4 lanes to 6 lanes	<b>Revision Date:</b>	