

2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM

Longview Metropolitan Planning Organization

Adopted June 10, 2020



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Introduction

The Longview Metropolitan Planning Organization (MPO), acting through the City of Longview Development Services Department, is responsible for coordinated, comprehensive, and continuing transportation planning in the Longview Metropolitan Planning Area (MPA) as required by the Fixing America's Surface Transportation (FAST) Act. As an urbanized area with a population of over 50,000, the City of Longview was designated as an MPO by the Governor in 1988. The MPO staff includes a Transportation Planning Manager serving as the MPO Director, and a Transportation Planner or Technician. Federal metropolitan planning funds and state matching funds for transportation planning are provided to the MPO through the Texas Department of Transportation (TxDOT).

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, and the counties of Gregg, Upshur, and Harrison, TxDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The Policy Board is the top-level transportation planning board providing review, policy guidance, and decision making for transportation planning efforts in the Longview MPA. The primary planning document, the Longview Metropolitan Transportation Plan (MTP), based on a 2013 base year travel demand model 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. Todd Tefteller*
Upshur County Judge

Michael Anderson*
TxDOT Atlanta District Engineer

Michael Shirley*
Longview Development Services Director

Brigida Gonzalez
TxDOT MPO Coordinator

Justin Morgan
Federal Highway Administration

*voting member

Supporting Organizations

The creation of this program 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 MPA for the upcoming four fiscal years. In accordance with the 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 2045 MTP and are financially constrained at the state level. The TIP includes all transportation projects, including major streets and highways, public transportation, bicycle and pedestrian infrastructure, 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 MTP, 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, the Transportation Equity Act for the 21st Century and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users, 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.

The current transportation bill, the FAST Act, provides long-term 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, research, technology, and statistics programs. The FAST Act requires the MPO to consider planning strategies that will serve to advance ten transportation-planning factors:

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. 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 (PM1), Pavement & Bridge (PM2), System Performance (PM3), and Transit Asset Management (TAM). The FAST Act requirements for each of these areas come in phases, over time, with specific deadlines. In collaboration with TxDOT, the Longview MPO develops goals, sets targets for measures, creates plans and reports results, all in an effort to make performance-based decisions about how to invest transportation funding for a safer and better connected system.

A 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 MTP. Safety has continued to be 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 and bridge condition, and traffic congestion are factors in the MPO’s project evaluation criteria, the mobility projects in the 2021 – 2024 TIP 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 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 is 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, the Board adopted TxDOT's targets 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
2016	3,797	17,573	1.40	6.48	2,304
2017	3,722	17,535	1.37	6.42	2,146
2018	3,631	14,892	1.31	5.37	2,104
2019 Target	3,980	18,367	1.47	6.60	2,394
2020 Target	4,068	18,602	1.48	6.56	2,477
2020 Target expressed as 5-year average	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 FTA recommends TAM 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 TAM 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 TAM Plan on May 1, 2018 to maximize the utilization of capital assets, defined by the FTA as rolling stock (revenue vehicles), equipment (non-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
Revenue Vehicles						
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%
Equipment						
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%
Facilities						
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 CMAAQ 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 National Highway System (NHS), 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 (TAC) 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 TIP and MTP transportation planning 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
Pavements of the Interstate system			
Percentage in Good Condition	n/a	n/a	66.4%
Percentage in Poor Condition	n/a	n/a	0.3%
Pavements on the non-Interstate National Highway System			
Percentage in Good Condition	54.4%	52.0%	52.3%
Percentage in Poor Condition	13.8%	14.3%	14.3%
National Highway System bridge deck area			
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 several Mobility projects aimed at making progress towards meeting performance measure goals. Capacity increases are planned along FM 2275, US 271, Loop 485, IH 20 and SH 42. Each of these roadways are designated truck routes and traffic either already exceeds capacity or is expected to exceed capacity in the near future. Widening roadways will greatly improve freight mobility and allow for center turn lanes to provide safer traffic movements for all travelers. In addition, Appendix A contains a list of Grouped projects that include improvements such as safety enhancements, roadway rehabilitation, bridge maintenance, and pavement repairs. Each one of these projects will contribute to improvements that will assist in meeting performance measure goals.

Definition of Planning Area

The Longview Metropolitan Planning 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 2021 - 2024 TIP was developed in accordance with the Public Participation Plan (PPP) of the Longview MPO. It is the intent of the MPO to provide every opportunity for the involvement of citizens, as well as elected officials during the planning process and creation of the TIP. 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 TAC met and discussed candidate projects for the TIP during a committee meeting held May 27, 2020. Following the TAC meeting, a public meeting was held to present the draft TIP on May 27th at 5:30 PM via teleconference due to the state of Texas being under a disaster declaration. 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 PPP. Flyers were created by MPO staff and placed in the Longview Transit buses. A copy of the TIP was available for public review at the MPO office, Longview Public Library, and online at LongviewTexas.gov/MPO. The meeting was live streamed on CityView Municipal TV LongviewTexas.gov/CityView, Facebook Live, 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 27th through June 5th. The block/legal ad notifying the citizens of the public comment period and meetings was published in three area newspapers: the Longview News-Journal on May 22nd, in the East Texas Review on May 21st, and in the Gladewater Mirror on May 20th.

In conjunction with advertising the May 27th public meeting 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 draft TIP public meeting was mailed to the MPO's Public Distribution List consisting of interested citizens, major employers, and schools and universities. The MPO Policy Board adopted the 2021 - 2024 TIP on June 10, 2020. Public notification procedures followed the Longview MPO PPP and included postings to county and city offices, mailings and emails to the MPO's public distribution list, notification in the Longview News-Journal on June 5th and notification in La Opinion, a Spanish newspaper, on June 3rd.



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. 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 2045 MTP. Projects in the MTP advance TxDOT's ten-year Unified Transportation Program, then to the MPO's 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. The MTP selected projects based on local, State and National goals, public involvement, regional transportation needs, project selection scoring, project cost estimates, project constraints, and local perspective. Project selection scoring was based on safety and security, maintenance needs, regional significance, congestion and freight, project readiness, transportation choice, and economic vitality criteria.

Air Quality

Issues

Currently, the Longview MPA 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. The Longview fourth highest 8-hour ozone design value has been decreasing since 2011. 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.

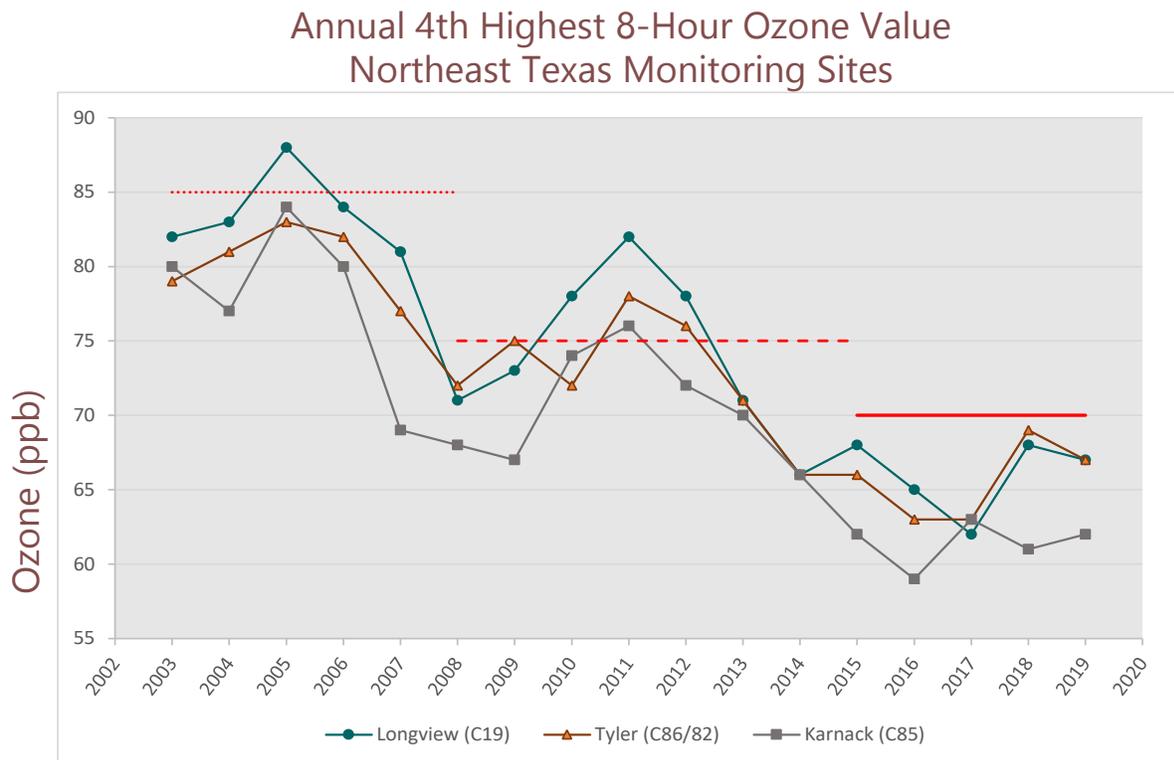


Figure 1. Trends in the annual 4th highest 8-hour ozone design values at Longview, Tyler and Karnack monitors are illustrated by year. The dotted red line shows the 1996 85 parts per billion (ppb) standard. The dashed red line shows the 2008 75 ppb ozone standard and the solid red line show the 2015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

8-Hour Ozone Design Value Trends

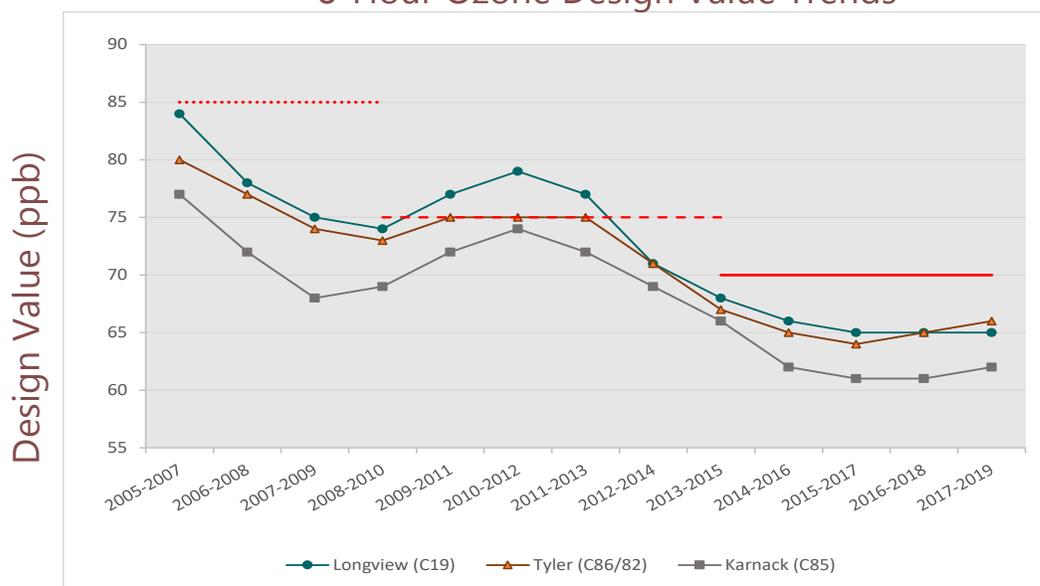


Figure 2. Trends in the annual 4th highest 8-hour ozone values at Longview, Tyler and Karnack monitors are illustrated by 3-year periods. The dotted red line shows the 1996 85 parts per billion (ppb) standard. The dashed red line shows the 2008 75 ppb ozone standard and the solid red line show the 2015 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 MPA, as being in attainment. In the future, if designation is made as nonattainment, the Longview MPO will be required to demonstrate transportation conformity. The northeast Texas area, especially Longview, has a bulk of the energy production for the area. Due to occasional drastic weather conditions in the winter and summer months, the city can produce vast amounts of energy. 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 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.

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. CAAP's protect the health of the region's residents and reduces ozone precursor emissions earlier than required under regulations in order so 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 MPO 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 SIP. Areas designated as nonattainment are required to demonstrate model-based transportation conformity at least every four years. 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 NETAC activities. ETCOG receives Air Quality Assessment and Planning funds from Rider 8, which are appropriated by the Texas Legislature. The Longview MPO, in conjunction with TxDOT, 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 2021-2024 TIP, public notices and newspaper advertisements were placed in the local Longview News-Journal, La Opinion, a Spanish newspaper, and a free community newspaper, the East Texas Review. To improve access of this document the MPO distributed and made the TIP publicly available at the MPO office, Longview Public Library, and the City of Longview's website. To improve outreach, MPO staff created flyers which were placed in Longview Transit buses prior to the public meeting. MPO staff produced two maps identifying the projects in the 2021 - 2024 TIP 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 2021 - 2024 TIP. These maps were used to identify low income and minority populations. The TAC 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 FAST Act, the TIP contains Total Project Costs and Year of Expenditure (YOE) dollars for each project. The YOE, or 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 YOE 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 TIP are financially constrained by the YOE 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 TxDOT. Projects in this document are reasonably expected to be funded by federal, state and local sources.

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 TAC and the Longview MPO Director is a member of the Public Transportation Advisory Committee. EasTexConnects 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 MPO’s Director and the General 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 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	2158-01-020	FM 2275	C	LONGVIEW	TXDOT-TYLER	\$13,490,000		
LIMITS FROM: FM 1845 (PINE TREE RD), E						REVISION DATE: 07/2020			
LIMITS TO: SH 300 IN LONGVIEW						MPO PROJECT NUM: 1030			
PROJECT WIDEN FROM 2 LANES TO 4 LANES WITH CENTER TURN LANE						FUNDING CAT(S): 2U			
DESCR:									
REMARKS P7:				PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	661,500	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	14,118,040		2U	\$10,792,000	\$2,698,000	\$0	\$0	\$0	\$13,490,000
CONST COST: \$	13,490,000		TOTAL	\$10,792,000	\$2,698,000	\$0	\$0	\$0	\$13,490,000
CONST ENG: \$	669,600								
CONTING: \$	268,650								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	504,900								
TOTAL COST: \$	29,712,690								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	2158-01-019	FM 2275	C	LONGVIEW	TXDOT-TYLER	\$13,490,000		
LIMITS FROM: FM 3272 IN WHITE OAK, E						REVISION DATE: 07/2020			
LIMITS TO: FM 1845 (PINE TREE RD) IN LONGVIEW						MPO PROJECT NUM: 1040			
PROJECT WIDEN FROM 2 LANES TO 4 LANES WITH CENTER TURN LANE						FUNDING CAT(S): 2U, 4			
DESCR:									
REMARKS P7:				PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	661,010	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	3,395,000		2U	\$6,608,000	\$1,652,000	\$0	\$0	\$0	\$8,260,000
CONST COST: \$	13,490,000		4	\$4,184,000	\$1,046,000	\$0	\$0	\$0	\$5,230,000
CONST ENG: \$	669,104		TOTAL	\$10,792,000	\$2,698,000	\$0	\$0	\$0	\$13,490,000
CONTING: \$	268,451								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	504,526								
TOTAL COST: \$	18,988,091								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	0165-03-036	US 271	C	GLADEWATER	TXDOT-TYLER	\$22,700,000		
LIMITS FROM: SL 485 IN GLADEWATER, SW						REVISION DATE: 07/2020			
LIMITS TO: SMITH C/L						MPO PROJECT NUM: 1090			
PROJECT WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE TO SH 135 & DEPRESSED						FUNDING CAT(S): 4			
DESCR: MEDIAN FOR THE REMAINING PROJECT EXTENT									
REMARKS P7:				PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	1,112,300	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	5,500,000		4	\$18,160,000	\$4,540,000	\$0	\$0	\$0	\$22,700,000
CONST COST: \$	22,700,000		TOTAL	\$18,160,000	\$4,540,000	\$0	\$0	\$0	\$22,700,000
CONST ENG: \$	1,125,920								
CONTING: \$	451,730								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	848,980								
TOTAL COST: \$	31,738,930								

FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	0495-07-074	IH 20	C	-	TXDOT-TYLER	\$150,000,000		
LIMITS FROM: 0.7 MI W OF US 259 (MM 588), E LIMITS TO: 1.3 MI E OF SH 31 (MM 590)							REVISION DATE: 07/2020 MPO PROJECT NUM: 1180 FUNDING CAT(S): 2U, 4, 12		
PROJECT DESCR: IMPROVE LEFT EXIT INTERCHANGE OVER UPRR									
REMARKS P7:				PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	7,350,000		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	1,500,000	COST OF APPROVED PHASES	2U	\$7,830,000	\$870,000	\$0	\$0	\$0	\$8,700,000
CONST COST: \$	150,000,000		4	\$14,670,000	\$1,630,000	\$0	\$0	\$0	\$16,300,000
CONST ENG: \$	7,035,000		12	\$112,500,000	\$12,500,000	\$0	\$0	\$0	\$125,000,000
CONTING: \$	4,485,000	\$ 150,000,000	TOTAL						
INDIRECT: \$	0			\$135,000,000	\$15,000,000	\$0	\$0	\$0	\$150,000,000
BOND FIN: \$	0								
POT CHG ORD: \$	6,735,000								
TOTAL COST: \$	177,105,000								

FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	0545-04-048	SH 42	C	-	TXDOT-TYLER	\$46,000,000		
LIMITS FROM: US 80 IN WHITE OAK, S LIMITS TO: IH 20 IN KILGORE							REVISION DATE: 07/2020 MPO PROJECT NUM: 1130 FUNDING CAT(S): 2U, 12		
PROJECT DESCR: WIDEN FROM 2 LANES TO 4 LANES W/ FLUSH MEDIAN & CURB & GUTTER									
REMARKS P7:				PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	2,254,000		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	41,983,000	COST OF APPROVED PHASES	2U	\$17,600,000	\$4,400,000	\$0	\$0	\$0	\$22,000,000
CONST COST: \$	46,000,000		12	\$19,200,000	\$4,800,000	\$0	\$0	\$0	\$24,000,000
CONST ENG: \$	2,281,600		TOTAL						
CONTING: \$	915,400	\$ 46,000,000		\$36,800,000	\$9,200,000	\$0	\$0	\$0	\$46,000,000
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	1,720,400								
TOTAL COST: \$	95,154,400								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	GREGG	3290-02-008	SL 485	C	GLADEWATER	TXDOT-TYLER	\$16,500,000		
LIMITS FROM: US 271 IN S GLADEWATER, NORTHERLY LIMITS TO: US 80 IN E GLADEWATER							REVISION DATE: 07/2020 MPO PROJECT NUM: 1100 FUNDING CAT(S): 4		
PROJECT DESCR: WIDEN FROM 2 LANES TO 4 LANES WITH CENTER TURN LANE									
REMARKS P7:				PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG: \$	808,500		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	4,000,000	COST OF APPROVED PHASES	4	\$13,200,000	\$3,300,000	\$0	\$0	\$0	\$16,500,000
CONST COST: \$	16,500,000		TOTAL						
CONST ENG: \$	818,400	\$ 16,500,000		\$13,200,000	\$3,300,000	\$0	\$0	\$0	\$16,500,000
CONTING: \$	328,350								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	617,100								
TOTAL COST: \$	23,072,350								

FY 2024 Cont.

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	3290-02-009	SL 485	C	GLADEWATER	TXDOT-TYLER	\$5,000,000
LIMITS FROM: US 80 IN E GLADEWATER, NORTHERLY LIMITS TO: US 271 IN N GLADEWATER							REVISION DATE: 07/2020 MPO PROJECT NUM: 1120 FUNDING CAT(S): 4
PROJECT DESCR: WIDEN 4 LANE ROADWAY FOR CENTER TURN LANE							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					TOTAL	
PRELIM ENG: \$	ROW PURCH: \$	CONST COST: \$	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
245,000	17,000,000	5,000,000	4	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
CONST ENG: \$	244,500		TOTAL						
CONTING: \$	56,500	\$ 5,000,000		\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	208,000								
TOTAL COST: \$	22,754,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0248-06-017	US 271	C	-	TXDOT-TYLER	\$5,000,000
LIMITS FROM: UP SHUR C/L, 0.1 MI N OF FM 2275, S LIMITS TO: SL 485 IN GLADEWATER							REVISION DATE: 07/2020 MPO PROJECT NUM: 1110 FUNDING CAT(S): 4
PROJECT DESCR: WIDEN FROM 2 LANES TO 4 LANES WITH CENTER TURN LANE							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					TOTAL	
PRELIM ENG: \$	ROW PURCH: \$	CONST COST: \$	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
151,900	2,500,000	5,000,000	4	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
CONST ENG: \$	153,760		TOTAL						
CONTING: \$	61,690	\$ 5,000,000		\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	115,940								
TOTAL COST: \$	7,983,290								

Bicycle & Pedestrian Projects

There are no bicycle and pedestrian projects programmed for the Longview MPO 2021 - 2024 TIP.

**FY 2021 TRANSIT PROJECT DESCRIPTIONS
LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM**

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 Information (reference number, etc.)	4030	Federal (FTA) Funds	\$2,499,136
Apportionment Year	2021	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$88,488
Brief Project Description	Capital - Equipment, Preventative Maintenance, Rolling Stock	Fiscal Year Cost	\$2,587,624
Sec 5309 ID Number		Total Project Cost	\$2,587,624
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4040	Federal (FTA) Funds	\$152,500
Apportionment Year	2021	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$10,000
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$162,500
Sec 5309 ID Number		Total Project Cost	\$162,500
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4020	Federal (FTA) Funds	\$785,000
Apportionment Year	2021	State Funds from TxDOT	\$187,500
Project Phase		Other Funds	\$25,000
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$997,500
Sec 5309 ID Number		Total Project Cost	\$997,500
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4030	Federal (FTA) Funds	\$217,000
Apportionment Year	2021	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$16,750
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$233,750
Sec 5309 ID Number		Total Project Cost	\$233,750
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**FY 2022 TRANSIT PROJECT DESCRIPTIONS
LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM**

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 Information (reference number, etc.)	4030	Federal (FTA) Funds	\$688,000
Apportionment Year	2022	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$88,488
Brief Project Description	Capital - Equipment, Preventative Maintenance, Rolling Stock	Fiscal Year Cost	\$776,488
Sec 5309 ID Number		Total Project Cost	\$776,488
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4040	Federal (FTA) Funds	\$305,000
Apportionment Year	2022	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$20,000
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$325,000
Sec 5309 ID Number		Total Project Cost	\$325,000
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4020	Federal (FTA) Funds	\$1,570,000
Apportionment Year	2022	State Funds from TxDOT	\$375,000
Project Phase		Other Funds	\$50,000
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$1,995,000
Sec 5309 ID Number		Total Project Cost	\$1,995,000
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4030	Federal (FTA) Funds	\$217,000
Apportionment Year	2022	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$16,750
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$233,750
Sec 5309 ID Number		Total Project Cost	\$233,750
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**FY 2023 TRANSIT PROJECT DESCRIPTIONS
LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM**

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 Information (reference number, etc.)	4030	Federal (FTA) Funds	\$599,552
Apportionment Year	2023	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$149,889
Brief Project Description	Capital - Equipment, Preventative Maintenance, Rolling Stock	Fiscal Year Cost	\$749,441
Sec 5309 ID Number		Total Project Cost	\$749,441
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4040	Federal (FTA) Funds	\$89,989
Apportionment Year	2023	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$22,497
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$112,486
Sec 5309 ID Number		Total Project Cost	\$112,486
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4020	Federal (FTA) Funds	\$506,189
Apportionment Year	2023	State Funds from TxDOT	\$421,824
Project Phase		Other Funds	\$84,365
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$1,012,378
Sec 5309 ID Number		Total Project Cost	\$1,012,378
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4030	Federal (FTA) Funds	\$132,734
Apportionment Year	2023	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$33,183
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$165,917
Sec 5309 ID Number		Total Project Cost	\$165,917
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**FY 2024 TRANSIT PROJECT DESCRIPTIONS
LONGVIEW TRANSPORTATION IMPROVEMENT PROGRAM**

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 Information (reference number, etc.)	4030	Federal (FTA) Funds	\$623,534
Apportionment Year	2024	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$155,884
Brief Project Description	Capital - Equipment, Preventative Maintenance, Rolling Stock	Fiscal Year Cost	\$779,418
Sec 5309 ID Number		Total Project Cost	\$779,418
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4040	Federal (FTA) Funds	\$93,589
Apportionment Year	2024	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$23,397
Brief Project Description	Planning - Technical Study	Fiscal Year Cost	\$116,986
Sec 5309 ID Number		Total Project Cost	\$116,986
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4020	Federal (FTA) Funds	\$526,436
Apportionment Year	2024	State Funds from TxDOT	\$438,697
Project Phase		Other Funds	\$87,739
Brief Project Description	Operating - Public Transit	Fiscal Year Cost	\$1,052,872
Sec 5309 ID Number		Total Project Cost	\$1,052,872
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Longview	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	4030	Federal (FTA) Funds	\$138,043
Apportionment Year	2024	State Funds from TxDOT	\$0
Project Phase		Other Funds	\$34,511
Brief Project Description	Capital - ADA	Fiscal Year Cost	\$172,554
Sec 5309 ID Number		Total Project Cost	\$172,554
Amendment Date & Action		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0

Highway Financial Summary

Longview MPO, TxDOT Tyler & Atlanta District
Initial FY 2021 - 2024 Transportation Improvement Program

Funding by Category

Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$21,750,000	\$21,750,000	\$8,700,000	\$8,700,000	\$22,000,000	\$22,000,000	\$52,450,000	\$52,450,000
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$27,930,000	\$27,930,000	\$16,300,000	\$16,300,000	\$26,500,000	\$26,500,000	\$70,730,000	\$70,730,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$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	TAP Set-Aside Program	\$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
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$125,000,000	\$125,000,000	\$24,000,000	\$24,000,000	\$149,000,000	\$149,000,000
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$49,680,000	\$49,680,000	\$150,000,000	\$150,000,000	\$72,500,000	\$72,500,000	\$272,180,000	\$272,180,000

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$0	\$39,744,000	\$135,000,000	\$58,000,000	\$232,744,000
State	\$0	\$9,936,000	\$15,000,000	\$14,500,000	\$39,436,000
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$49,680,000	\$150,000,000	\$72,500,000	\$272,180,000

Transit Financial Summary

Longview Metropolitan Planning Organization

FY 2021- 2024 Transportation Improvement Program

Current as of 07/15/ 2019

All Figures in Year of Expenditure (YOE) Dollars

Transit Program	FY 2021			FY 2022			FY 2023		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K	\$3,653,636	\$327,738	\$3,981,374	\$2,780,000	\$550,238	\$3,330,238	\$1,328,464	\$711,758	\$2,040,222
3 Sec. 5309 - Discretionary			\$0			\$0			\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0			\$0
5 Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6 Sec. 5316 - JARC >200K			\$0			\$0			\$0
7 Sec. 5316 - JARC <200K			\$0			\$0			\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9 Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12 Other FTA			\$0			\$0			\$0
13 Regionally Significant or Other			\$0			\$0			\$0
Total Funds	\$3,653,636	\$327,738	\$3,981,374	\$2,780,000	\$550,238	\$3,330,238	\$1,328,464	\$711,758	\$2,040,222
Transportation Development Credits									
Requested			\$0			\$0			\$0
Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs	FY 2024			FY 2021-2024 Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K	\$1,381,602	\$740,228	\$2,121,830	\$9,143,702	\$2,329,962	\$11,473,664
3 Sec. 5309 - Discretionary			\$0			\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0
5 Sec. 5311 - Nonurbanized Formula			\$0			\$0
6 Sec. 5316 - JARC >200K			\$0			\$0
7 Sec. 5316 - JARC <200K			\$0			\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0
9 Sec. 5317 - New Freedom >200K			\$0			\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0
12 Other FTA			\$0			\$0
13 Regionally Significant or Other			\$0			\$0
Total Funds	\$1,381,602	\$740,228	\$2,121,830	\$9,143,702	\$2,329,962	\$11,473,664
Transportation Development Credits						
Requested			\$0			\$0
Awarded			\$0			\$0

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

DocuSigned by:

Glenn Green

Glenn Green, P.E.
District Engineer

Andy Mack
Mayor Andy Mack
Chairman

6/11/2020

Date

6-10-2020

Date

Glossary

Project Listings

CSJ

Control Section Job Number - TxDOT assigned number for projects entered into the Unified Transportation Plan (UTP).

MPO PROJECT NUMBER

Project Identification – Code assigned by the MPO for local tracking/identification. Used to track projects to the Metropolitan Transportation Plan.

FEDERAL & STATE FUNDING 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 (E - 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 2021 - 2024. 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	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 and 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, 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 - Grouped Projects

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.

Mobility Projects Grouped for Preliminary Engineering and Right-of-Way

The following projects are individually listed in the Mobility Projects section for the Construction Phase, but are grouped for the Preliminary and Right-of-Way phases to advance the project.

FY 2022

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	2158-01-020	FM 2275	LONGVIEW	TXDOT-TYLER	\$13,490,000
LIMITS FROM: FM 1845 (PINE TREE RD), E						REVISION DATE: 07/2020
LIMITS TO: SH 300 IN LONGVIEW						
PROJECT WIDEN FROM 2 LANES TO 4 LANES WITH CENTER TURN LANE						MPO PROJECT NUM: 1030
DESCR:						FUNDING CAT(S): 2U
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	2158-01-019	FM 2275	LONGVIEW	TXDOT-TYLER	\$13,490,000
LIMITS FROM: FM 3272 IN WHITE OAK, E						REVISION DATE: 07/2020
LIMITS TO: FM 1845 (PINE TREE RD) IN LONGVIEW						
PROJECT WIDEN FROM 2 LANES TO 4 LANES WITH CENTER TURN LANE						MPO PROJECT NUM: 1040
DESCR:						FUNDING CAT(S): 2U, 4
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0165-03-036	US 271	GLADEWATER	TXDOT-TYLER	\$22,700,000
LIMITS FROM: SL 485 IN GLADEWATER, SW						REVISION DATE: 07/2020
LIMITS TO: SMITH C/L						
PROJECT WIDEN FROM 2 TO 4 LANES WITH CENTER TURN LANE TO SH 135 & DEPRESSED						MPO PROJECT NUM: 1090
DESCR: MEDIAN FOR THE REMAINING PROJECT EXTENT						FUNDING CAT(S): 4

FY 2023

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0495-07-074	IH 20	-	TXDOT-TYLER	\$150,000,000
LIMITS FROM: 0.7 MI W OF US 259 (MM 588), E						REVISION DATE: 07/2020
LIMITS TO: 1.3 MI E OF SH 31 (MM 590)						
PROJECT IMPROVE LEFT EXIT INTERCHANGE OVER UPRR						MPO PROJECT NUM: 1180
DESCR:						FUNDING CAT(S): 2U, 4, 12

FY 2024

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0545-04-048	SH 42	-	TXDOT-TYLER	\$46,000,000
LIMITS FROM: US 80 IN WHITE OAK, S						REVISION DATE: 07/2020
LIMITS TO: IH 20 IN KILGORE						
PROJECT WIDEN FROM 2 LANES TO 4 LANES W/ FLUSH MEDIAN & CURB & GUTTER						MPO PROJECT NUM: 1130
DESCR:						FUNDING CAT(S): 2U, 12
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	3290-02-008	SL 485	GLADEWATER	TXDOT-TYLER	\$16,500,000
LIMITS FROM: US 271 IN S GLADEWATER, NORTHERLY						REVISION DATE: 07/2020
LIMITS TO: US 80 IN E GLADEWATER						
PROJECT WIDEN FROM 2 LANES TO 4 LANES WITH CENTER TURN LANE						MPO PROJECT NUM: 1100
DESCR:						FUNDING CAT(S): 4
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	3290-02-009	SL 485	GLADEWATER	TXDOT-TYLER	\$5,000,000
LIMITS FROM: US 80 IN E GLADEWATER, NORTHERLY						REVISION DATE: 07/2020
LIMITS TO: US 271 IN N GLADEWATER						
PROJECT WIDEN 4 LANE ROADWAY FOR CENTER TURN LANE						MPO PROJECT NUM: 1120
DESCR:						FUNDING CAT(S): 4

FY 2023

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0248-06-017	US 271	-	TXDOT-TYLER	\$5,000,000
LIMITS FROM: UPSHUR C/L, 0.1 MI N OF FM 2275, S					REVISION DATE: 07/2020	
LIMITS TO: SL 485 IN GLADEWATER						
PROJECT WIDEN FROM 2 LANES TO 4 LANES WITH CENTER TURN LANE						
DESCR:					MPO PROJECT NUM: 1110	
					FUNDING CAT(S): 4	

Remaining Candidate Projects for Statewide Grouping

FY 2021

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0495-07-079	IH 20	-	TXDOT-TYLER	\$2,117,622
LIMITS FROM: SMITH C/L, E					REVISION DATE: 07/2020	
LIMITS TO: MLK DR IN LONGVIEW, 0.2 MI E OF SL 281						
PROJECT IMPROVE GUARD RAIL TO STANDARDS						
DESCR:					MPO PROJECT NUM: 4050	
					FUNDING CAT(S): 8	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0096-06-074	US 80	LONGVIEW	TXDOT-TYLER	\$685,000
LIMITS FROM: US 259, E					REVISION DATE: 07/2020	
LIMITS TO: GREGG C/L						
PROJECT INSTALL RAISED MEDIANS						
DESCR:					MPO PROJECT NUM: 4050	
					FUNDING CAT(S): 1	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0392-03-051	US 259	LONGVIEW	TXDOT-TYLER	\$500,000
LIMITS FROM: WAL ST, S					REVISION DATE: 07/2020	
LIMITS TO: 0.3 MI N LOOP 281						
PROJECT INSTALL RAISED MEDIANS						
DESCR:					MPO PROJECT NUM: 4050	
					FUNDING CAT(S): 1	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
ATLANTA	UPSHUR	1385-03-008	FM 3358	-	TXDOT-ATLANTA	\$113,509
LIMITS FROM: SH 300 N					REVISION DATE: 07/2020	
LIMITS TO: SH 300 S						
PROJECT HAZARD ELIMINATION & SAFETY						
DESCR:					MPO PROJECT NUM: 4050	
					FUNDING CAT(S): 8	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
ATLANTA	UPSHUR	1761-01-014	FM 1844	-	TXDOT-ATLANTA	\$166,658
LIMITS FROM: US 271					REVISION DATE: 07/2020	
LIMITS TO: SH 300						
PROJECT HAZARD ELIMINATION & SAFETY						
DESCR:					MPO PROJECT NUM: 4050	
					FUNDING CAT(S): 8	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
ATLANTA	UPSHUR	2642-02-025	SL 281	-	TXDOT-ATLANTA	\$141,108
LIMITS FROM: GREGG C/L					REVISION DATE: 07/2020	
LIMITS TO: IH 20						
PROJECT HAZARD ELIMINATION & SAFETY						
DESCR:					MPO PROJECT NUM: 4050	
					FUNDING CAT(S): 8	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
ATLANTA	HARRISON	0495-08-121	IH 20	-	TXDOT-ATLANTA	\$124,131
LIMITS FROM: AT BNSF RAILROAD (WB)					REVISION DATE: 07/2020	
LIMITS TO: -						
PROJECT BRIDGE MAINTENANCE						
DESCR:					MPO PROJECT NUM: 4040	
					FUNDING CAT(S): 6	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
ATLANTA	HARRISON	0495-08-122	IH 20	-	TXDOT-ATLANTA	\$124,131
LIMITS FROM: AT BNSF RAILROAD (EB)					REVISION DATE: 07/2020	
LIMITS TO: -						
PROJECT BRIDGE MAINTENANCE						
DESCR:					MPO PROJECT NUM: 4040	
					FUNDING CAT(S): 6	

FY 2021 Cont.

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
ATLANTA	HARRISON	0495-08-123	IH 20	-	TXDOT-ATLANTA	\$281,260
LIMITS FROM: AT MASON CREEK (NFR)						
LIMITS TO: -						REVISION DATE: 07/2020
PROJECT BRIDGE MAINTENANCE						MPO PROJECT NUM: 4040
DESCR:						FUNDING CAT(S): 6
ATLANTA	HARRISON	0495-08-124	IH 20	-	TXDOT-ATLANTA	\$281,260
LIMITS FROM: AT MASON CREEK (WB)						
LIMITS TO: -						REVISION DATE: 07/2020
PROJECT BRIDGE MAINTENANCE						MPO PROJECT NUM: 4040
DESCR:						FUNDING CAT(S): 6
ATLANTA	HARRISON	0495-08-125	IH 20	-	TXDOT-ATLANTA	\$281,260
LIMITS FROM: AT MASON CREEK (EB)						
LIMITS TO: -						REVISION DATE: 07/2020
PROJECT BRIDGE MAINTENANCE						MPO PROJECT NUM: 4040
DESCR:						FUNDING CAT(S): 6
ATLANTA	HARRISON	0495-08-130	IH 20	-	TXDOT-ATLANTA	\$477,725
LIMITS FROM: GREGG C/L						
LIMITS TO: 0.5 MI. W OF SH 43						REVISION DATE: 07/2020
PROJECT HAZARD ELIMINATION & SAFETY						MPO PROJECT NUM: 4050
DESCR:						FUNDING CAT(S): 8
ATLANTA	HARRISON	0495-08-108	IH 20	-	TXDOT-ATLANTA	\$3,598,000
LIMITS FROM: AT LANSING SWITCH ROAD						
LIMITS TO: -						REVISION DATE: 07/2020
PROJECT BRIDGE REPLACEMENT						MPO PROJECT NUM: 4040
DESCR:						FUNDING CAT(S): 4
ATLANTA	HARRISON	0919-03-063	INDUSTRIAL	LONGVIEW	TXDOT-ATLANTA	\$110,000
LIMITS FROM: INDUSTRIAL BLVD						
LIMITS TO: DOT NO. 795627D IN LONGVIEW						REVISION DATE: 07/2020
PROJECT RAILROAD CROSSING UPGRADES						MPO PROJECT NUM: 4050
DESCR:						FUNDING CAT(S): 8
ATLANTA	UPSHUR	1385-01-040	SH 300	-	TXDOT-ATLANTA	\$125,604
LIMITS FROM: FM 3358						
LIMITS TO: GREGG C/L						REVISION DATE: 07/2020
PROJECT HAZARD ELIMINATION & SAFETY						MPO PROJECT NUM: 4050
DESCR:						FUNDING CAT(S): 8
ATLANTA	HARRISON	0096-07-051	US 80	-	TXDOT-ATLANTA	\$174,218
LIMITS FROM: FM 450						
LIMITS TO: GREGG C/L						REVISION DATE: 07/2020
PROJECT HAZARD ELIMINATION & SAFETY						MPO PROJECT NUM: 4050
DESCR:						FUNDING CAT(S): 8
ATLANTA	HARRISON	0096-07-050	US 80	LONGVIEW	TXDOT-ATLANTA	\$315,000
LIMITS FROM: GREGG C/L						
LIMITS TO: 0.2 MI E OF GREGG C/L						REVISION DATE: 05/2020
PROJECT INSTALL RAISED MEDIAN						MPO PROJECT NUM: 4020
DESCR:						FUNDING CAT(S): 1
ATLANTA	UPSHUR	1896-03-020	FM 726	-	TXDOT-ATLANTA	\$75,200
LIMITS FROM: AT FM 1845						
LIMITS TO: -						REVISION DATE: 05/2020
PROJECT HAZARD ELIMINATION & SAFETY						MPO PROJECT NUM: 4050
DESCR:						FUNDING CAT(S): 8

FY 2021 Cont.

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
ATLANTA	UPSHUR	1896-03-019	FM 726	-	TXDOT-ATLANTA	\$39,363
LIMITS FROM: US 271 LIMITS TO: SH 300					REVISION DATE: 07/2020 MPO PROJECT NUM: 4050 FUNDING CAT(S): 8	
PROJECT HAZARD ELIMINATION & SAFETY DESCR:						

FY 2022

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0392-03-050	US 259	-	TXDOT-TYLER	\$4,400,000
LIMITS FROM: UPSHUR C/L, S LIMITS TO: FM 1844					REVISION DATE: 07/2020 MPO PROJECT NUM: 4020 FUNDING CAT(S): 1	
PROJECT REPAIR AND RESURFACE ROADWAY DESCR:						

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0495-07-080	IH 20	-	TXDOT-TYLER	\$1,604,348
LIMITS FROM: 1.55 MI E OF FM 2087 LIMITS TO: STR# -0495-07-289 @ SABINE RIVER, WBL					REVISION DATE: 07/2020 MPO PROJECT NUM: 4040 FUNDING CAT(S): 6	
PROJECT DECK REPLACEMENT, WBL ONLY DESCR:						

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0495-07-081	IH 20	-	TXDOT-TYLER	\$1,557,132
LIMITS FROM: 1.60 MI E OF FM 2087 LIMITS TO: STR# 0495-07-290 @ SABINE RIVER, EBL					REVISION DATE: 07/2020 MPO PROJECT NUM: 4040 FUNDING CAT(S): 6	
PROJECT DECK REPLACEMENT, EBL ONLY DESCR:						

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0910-07-072	CS	LONGVIEW	TXDOT-TYLER	\$6,600,000
LIMITS FROM: S HIGH ST AT UPRR AND SABINE ST LIMITS TO: STR# E00469001, 0.8 MI S OF US 80					REVISION DATE: 07/2020 MPO PROJECT NUM: 4040 FUNDING CAT(S): 6	
PROJECT REPLACE BRIDGE AND APPROACHES DESCR:						

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
ATLANTA	UPSHUR	1761-01-015	FM 1844	-	TXDOT-ATLANTA	\$210,091
LIMITS FROM: US 271 LIMITS TO: SH 300					REVISION DATE: 07/2020 MPO PROJECT NUM: 4050 FUNDING CAT(S): 8	
PROJECT HAZARD ELIMINATION & SAFETY DESCR:						

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
ATLANTA	HARRISON	2642-02-028	SL 281	LONGVIEW	TXDOT-ATLANTA	\$282,048
LIMITS FROM: US 80 LIMITS TO: GREGG C/L					REVISION DATE: 07/2020 MPO PROJECT NUM: 4020 FUNDING CAT(S): 1	
PROJECT SEAL COAT DESCR:						

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
ATLANTA	HARRISON	2642-02-027	SL 281	-	TXDOT-ATLANTA	\$342,314
LIMITS FROM: IH 20 LIMITS TO: US 80					REVISION DATE: 07/2020 MPO PROJECT NUM: 4020 FUNDING CAT(S): 1	
PROJECT SEAL COAT DESCR:						

FY 2023

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	GREGG	0096-04-069	US 80	CLARKSVILLE CITY	TXDOT-TYLER	\$2,000,000
LIMITS FROM: LOCKERPLANT RD, 1.1 MI E OF SL 485 LIMITS TO: E. LAKE DIVERNIA, 1.3 MI EAST					REVISION DATE: 07/2020 MPO PROJECT NUM: 4020 FUNDING CAT(S): 1	
PROJECT PLANE, REPAIR AND RESURFACE ROADWAY DESCR:						

Appendix B

Projects Undergoing Environmental Assessment

Appendix B 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 B 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 TIP in order to facilitate the feasibility and PE/EA phases.

Project Name:	US 271	Fiscal Year	2026
From & To:	SH 300 in Gilmer to Gregg C/L, 0.1 mi. N of FM 2275	Remarks	-
District:	19 - Atlanta	Phase:	ENV
County:	Upshur	Funding Category	4, DA
CSJ Number	0248-05-063	YOE inflated Total Project Cost:	\$96,000,000
Description	Widen existing 4-lane undivided highway to 4-lane divided highway	Revision Date:	-

Project Name:	IH 20	Fiscal Year	2031
From & To:	1.2 mi. E of SH 31 (MM 590), E to Harrison C/L	Remarks	-
District:	10 - Tyler	Phase:	ENV
County:	Gregg	Funding Category	-
CSJ Number	0495-07-078	YOE inflated Total Project Cost:	\$136,914,300
Description	Widen controlled access facility from 4 lanes to 6 lanes	Revision Date:	-

Project Name:	IH 20	Fiscal Year	2031
From & To:	Gregg C/L to SL 281	Remarks	-
District:	19 - Atlanta	Phase:	ENV
County:	Harrison	Funding Category	PA
CSJ Number	0495-08-128	YOE inflated Total Project Cost:	-
Description	Widen controlled access facility from 4 lanes to 6 lanes	Revision Date:	-