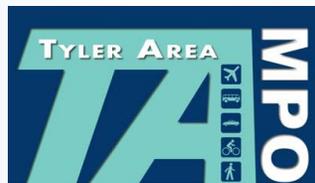




FY 2015-2018

## TRANSPORTATION IMPROVEMENT PROGRAM



## TYLER AREA METROPOLITAN PLANNING ORGANIZATION

Prepared by the:

Tyler Area Metropolitan Planning Organization

In Cooperation with:

Texas Department of Transportation, Federal Highway  
Administration, and the Federal Transit Administration

Adopted: March 27, 2014, Amended: March 26, 2015, Amended: July 28, 2015,

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## INTRODUCTION

In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP 21), the Tyler Area Metropolitan Planning Organization (TAMPO), in cooperation with the State of Texas and affected transit operators, has developed this Transportation Improvement Program (TIP) for the Tyler Area Metropolitan Area. The purpose of this document is to provide the public, Federal Highway Administration (23 Code of Federal Regulations (CFR) Part 450) and Federal Transit Administration (49 CFR Part 613), and other interested parties with a priority list of projects and project segments to be carried out within a four year period after the adoption of the TIP. A financial plan is part of this document. This financial plan demonstrates how the TIP can be implemented, and indicates resources from public and private sources that are reasonably expected to be made available to carry out the program. This document covers the four year fiscal period of 2015-2018.

The projects included in this TIP originated from the Metropolitan Transportation Plan (MTP) 2035, or long-range plan. The TAMPO Policy Committee adopted the MTP on December 4, 2009. The MTP is updated every five years and now covers the planning period through the year 2035. The TIP is a four-year planning document, updated every two years; this TIP will cover the four-year period from October 2015 through September 2018.

In compliance with 23 CFR Part 450, the TIP shall include all of the following:

1. Capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 United States Code and 49 United States Code Chapter 53 (including transportation enhancements; Federal Land Highway program projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities);
2. All regionally significant projects requiring action by the Federal Highway Administration or the Federal Transit Administration whether or not the projects are to be funded under title 23 United States Code Chapters 1 and 2 or title 49 United States Code Chapter 53 (e.g., addition of an interchange to the Interstate System with state, local, or private funds and congressionally designated projects not funded under 23 United States Code or 49 United States Code Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with federal funds other than those administered by the Federal Highway Administration or the Federal Transit Administration, as well as all regionally significant projects to be funded with nonfederal funds.;
3. Project or project phasing included in the TIP shall be consistent with the approved MTP;

4. A financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.

## **PURPOSE**

The purpose of the TIP is to list the transportation improvements that are scheduled to be implemented within the next four fiscal years. This plan provides the guide to Federal Highway Administration, Federal Transit Administration, Texas Department of Transportation, and local officials for budgeting funds and planning design and construction of transportation and transit improvements for the near future.

A project must be included in the MTP (long-range plan) and then the TIP (short-range plan) in order to be eligible for any federal funding. The TIP may be amended as funding levels change or transportation needs change. Amendments to the TIP updating or adjusting amounts of listed projects, let dates, project numbers, and similar amendments are administrative in nature and will not require approval by the TAMPO Policy Committee following concurrence by Texas Department of Transportation.

## **DEFINITION OF AREA**

The Tyler Metropolitan Planning Area includes the entire urbanized area of Tyler as defined by the 2010 Census. It includes the immediate and contiguous urban area surrounding the City of Tyler most likely to be impacted by urban development during the next 25 years. The total area encompassed by the boundary is approximately 640 square miles and includes the cities of Tyler, Whitehouse, Lindale, New Chapel Hill, Noonday, Hideaway and a portion of Bullard within Cherokee County. Please see Appendix B for the Metropolitan Area Boundary Map as approved by the TAMPO Policy Committee in 2013.

## **PUBLIC PARTICIPATION PROCESS**

The 2015-2018 TIP was developed in accordance with the Public Participation Plan of TAMPO. The Public Participation Plan requires one public meeting to be held to present the TIP and provides for a 10-day comment period prior to the adoption of the program. A legal notice was published in the Tyler Morning Telegraph newspaper at least 72 hours prior to the beginning of the 10 day comment period; notices were posted at least 72 hours before the comment period. Additional opportunities for public involvement will be provided when and if this document is revised.

Prior to the public meeting, notices and agendas were distributed to the Tyler-area news media and were posted at the Tyler Development Center, Smith County Courthouse, and Tyler City Hall. A copy of the draft TIP was made available at the City of Tyler City Clerk and Planning Department Offices, Tyler Public Library, Tyler Transit, and the Texas Department of Transportation Tyler District Office.

TAMPO also uses a website which can be accessed at [www.tylerareampo.org](http://www.tylerareampo.org). The draft TIP, final version, past TIPs, and other TAMPO documents also may be accessed on that website.

## **PROJECT SELECTION PROCESS**

Federally funded capacity expansion and new location projects included in the TIP are selected from the adopted MTP. Those projects included in the MTP are approved by the TAMPO Policy Committee through a criteria based grading methodology developed for the 2035 update. The 2040 MTP update will follow this same process. Projects advance to the Unified Transportation Program, as decided by the Texas Transportation Commission, and then to the State Transportation Improvement Program based on available funding and Texas Department of Transportation resources. TAMPO is opting to utilize the statewide programming numbers (Statewide Control Section Job Numbers) for non-mobility federally funded projects. Note: The FY15 – FY18 Statewide Transportation Improvement Program will show a lump sum amount for projects listed with the statewide control section job number in non-mobility projects. See the non-mobility project listing.

## **ENVIRONMENTAL JUSTICE**

The intent of Environmental Justice is to avoid, minimize, or mitigate disproportionately high and adverse effects on minority and low-income populations; and ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. The federal government has identified environmental justice as an important goal in transportation, and local and regional governments must incorporate environmental justice into transportation planning.

The legal foundation for environmental justice considerations is Title VI of the Civil Rights Act of 1964, which prohibits discrimination in any program receiving federal assistance. The Civil Rights Restoration Act of 1987 broadened the scope of Title VI, clarified the intent, and expanded the definition of the terms "programs and activities" to include all programs and activities of federal aid recipients, sub-recipients and contractors, whether such programs are federally assisted or not.

In 1994, an Executive Order (Number 12898) directed every federal agency including the United States Department of Transportation to identify and address the effects of all programs, policies, and activities on "minority populations and/or low-income populations". This order was consistent with Title VI in considering fundamental environmental justice principles affecting low income and minority populations. The three fundamental environmental justice principles are to:

- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In 1997, the United State Department of Transportation issued an order that summarized and expanded on environmental justice requirements. The United State Department of Transportation order applies to all transportation planning policies decisions, and activities undertaken, funded, or approved by Federal Highway Administration, Federal Transit Administration, and Metropolitan Planning Organizations among other United State Department of Transportation components. The Federal Highway Administration and the Federal Transit Administration have jointly issued policy guidance on how environmental justice concerns can be incorporated into metropolitan transportation planning.

## Environmental Justice and Transportation Planning in Tyler

As the agency responsible for coordinating the regional transportation planning process, TAMPO shall make sure that all segments of the population have been invited to the planning process; TAMPO objectives that relate to the public transportation system, the protection of the natural environment and social systems, and the public involvement process support environmental justice. This support should be evident throughout the transportation planning process, including those processes for the MTP, TIP, and specific project planning.

The 2040 MTP will undertake the following processes to incorporate the three environmental justice principles:

- Identify minority and low-income populations.
- Ensure public outreach effort reaches out to minority and other underrepresented groups.
- Overlay environmental justice maps with the recommended long range transportation improvements to assess broadly potential adverse impacts or disproportionate allocation of long range transportation investments towards minority and/ or low-income populations.

### Environmental Justice Populations

For environmental justice analysis, the whole of Smith County is included. The geographic unit of analysis used is the Census Block Group as defined by the United States Census Bureau. The analysis uses data from the 2010 Census.

### Minority Census Block Groups

An environmental justice area is defined as a census block group that has a high concentration of minority and/or low-income populations when compared to the overall planning area. The minority population of individual census block groups in Smith County ranges from 1.2% to 98%. Minority environmental justice census block groups are determined by the minority (non-white) percentage of the population in a census block group. Any census block group with a minority population percentage equal to or greater than 50% is considered a minority environmental justice area. Of the planning area's 124 census block groups, 28 have a minority population equal to or greater than 50%. These census block groups are selected for environmental justice analysis, and are shown in Figure 1. As observed on the map, census block groups having high minority population are in Tyler and are generally inside Loop 323. One census block group located east of Loop 323 along TX 31 and partly within the metropolitan planning area has nearly 60% minority.

### Low-Income Census Block Groups

The Department of Housing and Urban Development's definition of low-income in Title 24 Code of Federal Regulations 5.603(b) is adopted to determine which census blocks in the county have high concentrations of low-income households. The Department of Housing and Urban Development defines low-income as "a family whose annual income does not exceed 80 percent of the median income for the area." The distribution of median household incomes (in 2013 dollars) across all census block groups in Smith County is about \$41,607. The criteria for determining a low-income census block group is determined as those census block groups with household median income of 80% of \$41,607 or \$33,285 and below. Of the planning area's 124 census block groups, 26 census block groups have median incomes less than \$33,285 and therefore qualify as low-income environmental justice areas. The census block groups selected for environmental justice analysis are shown in Figure 1. As observed on the map, census block groups having high low-income population also are generally located in Tyler inside Loop 323.

### Environmental Justice Analysis

Looking at Figure 1, one can observe that the minority and low-income census block groups are closely related. That is, they are concentrated in Tyler largely inside Loop 323. The Tyler planning area follows the trend in the majority of United States cities in having a low-income and high minority city core with more affluent and mostly white suburbs. TAMPO is committed to avoiding disproportionately adverse impacts on minority and low-income populations, as well as disproportionate adverse impacts on the elderly, persons with disabilities, and those without private automobiles for inclusion in public involvement efforts and for transportation needs assessments. TAMPO uses several techniques to ensure underserved populations are involved in the transportation planning process. Techniques include staff presentations to community groups, providing public notices, and advertising in newspapers that serve minority populations.



**PROGRESS FROM PREVIOUS YEARS**

Progress for TAMPO is shown through publishing a list of projects annually that were let in the previous fiscal year. The previous transportation improvement program included the fiscal years of 2013 through 2016. The Highway and Transit Projects that were let in FY 2013 are detailed in Table 1 in the Fiscal Year 2013 Annual Project Listing. All projects let in the 2014 and 2015 Fiscal Years will be published as the 2014 Annual Project Listing in December 2014 and the 2015 Annual Project Listing in December 2015.

**PROJECT IMPLEMENTATION/PROGRESS FROM PREVIOUS YEARS**

CSJ NUMBER	PROJECT ID	PROJECT LOCATION	FROM	TO	PROJECT TYPE	ORIGINAL LET DATE		REVISED LET DATE		LET	COMPLETED	DELAYED
						LET DATE	LET DATE	LET DATE	LET DATE			
3487-02-007	SM-29	Loop 49, Segment 5	FM 756	SH 110	Construct 2 lanes controlled access toll road on new location: ultimate 4 lane facility	2009	01/2010		01/2010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0191-01-063	SM-27	US 69	At FM 346		Construct grade separated interchange	2009	12/2010		12/2010	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3487-02-010	SM-29	Loop 49, Segment 5	FM 756	SH 110	Install electronic toll gantries and equipment for new 2-lane toll road	2010	01/2010		01/2010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3487-01-004	SM-30	Loop 49, Segment 3A	SH 31	SH 155	Construct 2 lanes controlled access toll road on new location: ultimate 4 lane facility	2009	06/2009		06/2009	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3487-01-900	SM-30	Loop 49, Segment 3A	SH 31	SH 155	Install electronic toll gantries and equipment for new 2-lane toll road	2009	06/2009		06/2009	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3487-01-006	SM-30	Loop 49, Segment 3B	IH 20	SH 31	Construct 2 lanes controlled access toll road on new location: ultimate 4 lane facility	2010	07/2010		07/2010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## **AIR QUALITY ISSUES**

The Clean Air Act requires the United States Environmental Protection Agency to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards are the pollutant limits set by the Environmental Protection Agency; they define the allowable concentration of pollution in the air for six different pollutants:

- Carbon Monoxide;
- Lead;
- Nitrogen Dioxide;
- Particulate Matter;
- Ozone, and
- Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard, and provides Environmental Protection Agency the authority to define the boundaries of non-attainment areas. For areas designated as non-attainment for one or more National Ambient Air Quality Standards, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan that addresses each pollutant for which it fails to meet the National Ambient Air Quality Standards. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the National Ambient Air Quality Standards. This strategy is articulated through the State Implementation Plan.

### Early Action Compact

Ozone concentrations measured at the Gregg County Airport near Longview have exceeded both the 1-hour and 8-hour National Ambient Air Quality Standards for ozone. In 1996, the Tyler/Longview/Marshall area became a Flexible Attainment Region and a mechanism for developing strategies to attain the 1-hour ozone standard was implemented under a Memorandum of Agreement (Flexible Attainment Region Memorandum of Agreement, September 16, 1996). The Tyler/Longview/Marshall area receives funding from the Texas legislature to address ozone air quality issues. These resources have funded studies through the East Texas Council of Governments under the technical and policy direction of the North East Texas Air Care organization. In 1999, the consulting firm ENVIRON completed an ozone modeling study for two 1-hour ozone episodes that included future year modeling for 2007 and an evaluation of

local emission reduction strategies. In May 2002, a State Implementation Plan for Northeast Texas that demonstrated attainment of the 1-hour ozone standard by 2007 was submitted.

In 1997, the Environmental Protection Agency promulgated an 8-hour National Ambient Air Quality Standards for ozone that was more stringent than the previous 1-hour standard. The 8-hour ozone National Ambient Air Quality Standards was challenged in court and was eventually upheld in 2002 by the United States Supreme Court. Environmental Protection Agency designated all five North East Texas Air Care counties as 8-hour ozone attainment areas on April 15, 2004.

On December 20, 2002, local governments in a five county area of Northeast Texas (Gregg, Harrison, Rusk, Smith, and Upshur counties) entered into an Early Action Compact with the Environmental Protection Agency and Texas Commission on Environmental Quality. The purpose of the early action compact was to develop and implement a Clean Air Action Plan that would reduce ground level ozone concentrations throughout the five county area to comply with the 8-hour ozone standard by December 31, 2007 and maintain the standard beyond that date.

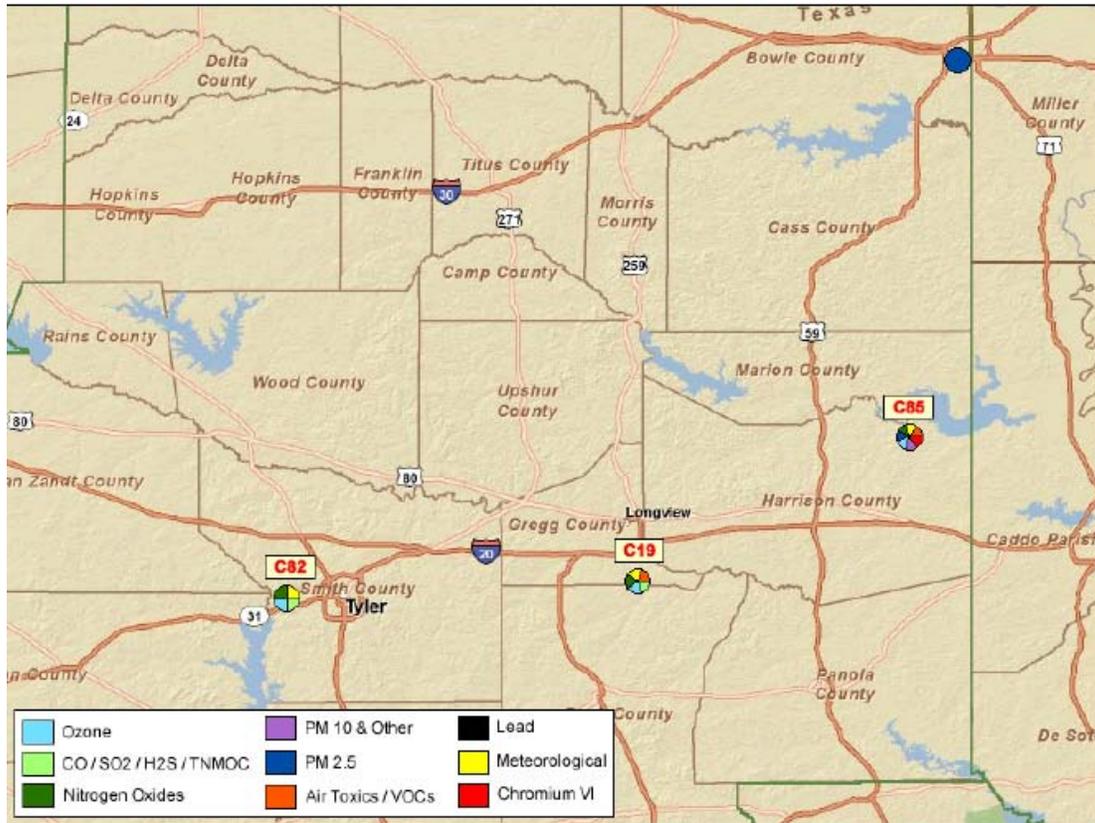
In exchange for early implementation action for the 8-hour ozone standard, Environmental Protection Agency deferred the effective dates of designation for those areas that would have been designated nonattainment for the 0.08 parts per million 8-hour ozone National Ambient Air Quality Standards. The deferral of the effective date had the effect of also deferring the application of specific Clean Air Act requirements in these early action compact areas, including the New Source Review and Conformity Programs. The early action compact program concluded in the spring of 2008. At that time, the Environmental Protection Agency designated as 'attainment' those early action compact areas that had attained the ozone National Ambient Air Quality Standards and affirmed a nonattainment designation for the one area that had not attained the National Ambient Air Quality Standards for ozone. Northeast Texas was recommended for attainment by the Governor Rick Perry on October 31, 2011, and declared in attainment by the Environmental Protection Agency on April 30, 2012.

### Ozone Status and Trends

Figure 2 shows the locations of three active Continuous Air Monitoring Stations (CAMS-19, CAMS-82, and CAMS-85) in the Tyler/Longview/Marshall area of Northeast Texas. The Texas Commission on Environmental Quality operates these stations to monitor compliance with the National Ambient Air Quality Standards for ozone. Historically, the highest ozone concentrations have been recorded at the Longview monitor (CAMS-19) located at the Gregg County airport. Ozone monitoring commenced in 1995 at Tyler Airport (CAMS-86)

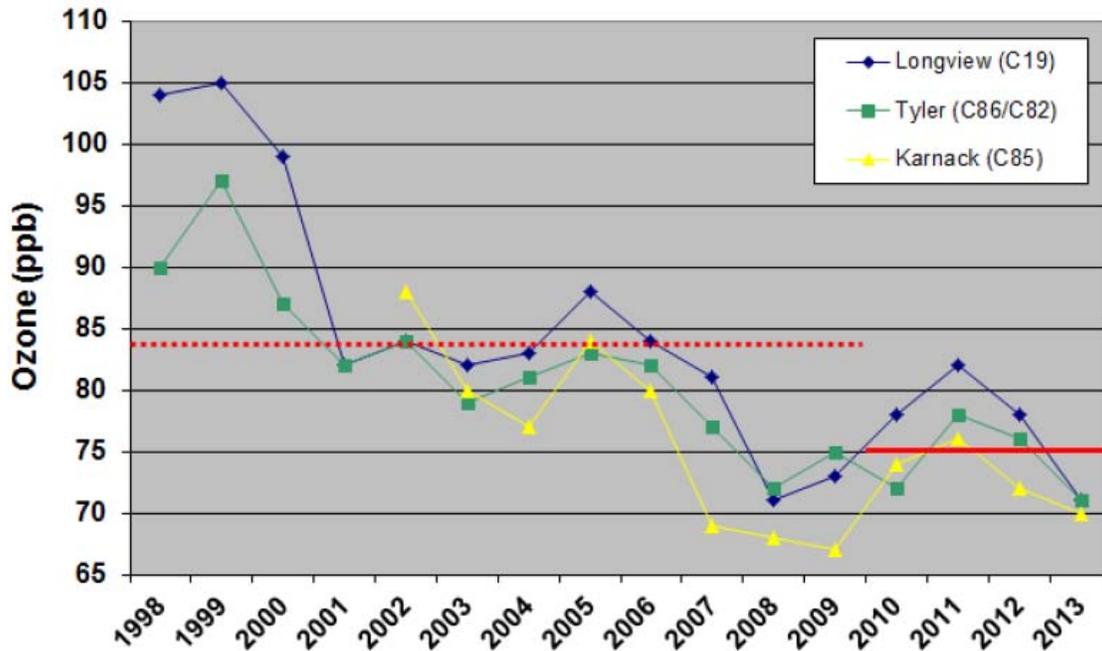
although the monitor was relocated within the airport in 2000 due to construction and assigned a new number (CAMS-82).

## CONTINUOUS AIR MONITORING STATIONS FIGURE 2



The annual 4th highest 8-hour ozone values at monitors in Northeast Texas for recent years are shown in graphical form in Figure 3. Figure 3 shows that since the 2008-2010 period, ozone levels have shown an overall increase at all three Northeast Texas monitors. The design value for the Longview monitor exceeds the 2008 ozone standard if data from years following the 2008-2010 period are used. The Longview monitor in Gregg County currently has a design value of 77 ppb, which exceeds the NAAQS. The Tyler and Karnack monitors have design values of 75 ppb and 72 ppb, respectively.

**ANNUAL 4<sup>TH</sup> HIGHEST 8-HOUR OZONE VALUE  
NORTHEAST TEXAS MONITORING SITES  
FIGURE 3**



Under the Clean Air Act, the EPA is required to review the NAAQS periodically. EPA's next review of the ozone standard is scheduled to be finalized in late 2014. During its previous review in 2010, the EPA announced its intention to reconsider the 75 ppb 2008 ozone standard and proposed to set the new standard in the range 60-70 ppb. In July 2011, the EPA completed its reconsideration of the standard, but did not release a final rule. In September 2011, President Obama announced his decision to let the 2008 ozone standard remain in effect. If the EPA decides to lower the NAAQS to the 60-70 ppb range following its current review, the Longview, Tyler and Karnack monitors will no longer attain the standard. Because failure to comply with the NAAQS carries adverse public health impacts and significant economic penalties, ozone air quality planning is important for Northeast Texas.

Northeast Texas Air Care (NETAC) is a voluntary association of governmental officials and representatives of industry and public interest groups working to address ozone air quality issues in the 5-county Northeast Texas area consisting of Gregg, Harrison, Rusk, Smith, and Upshur counties. As part of its air quality planning, NETAC is participating in EPA's Ozone Advance Program. This program is designed to foster collaboration between the EPA and local governments to reduce emissions of ozone precursors so that current attainment areas can continue to maintain compliance with the NAAQS. As part of its participation in Ozone Advance, NETAC plans to provide EPA a Path Forward Letter that describes the emissions reductions measures and/or programs that

have been and will be implemented in the 5-county area and sets a schedule for the implementation of each measure/program.

The design values of the three Northeast Texas monitors and the potential for a more stringent ozone standard in the near future underscore the need to prepare for the possibility of a non-attainment designation in Northeast Texas.

Development of the conceptual model for ozone formation in Northeast Texas is a critical step in the development of an appropriate State Implementation Plan (SIP), should this become necessary. The Conceptual Model will also guide the development of emissions reductions strategies to be documented under the Ozone Advance Program.

### Transportation Planning and Air Quality

The primary causes of ozone in the environment are nitrogen oxides and volatile organic compound emissions from industrial facilities and electric utilities, motor vehicle exhaust, gasoline vapors, trees, and chemical solvents. According to the U.S. Department of Energy, transportation-related carbon dioxide emissions (a volatile organic compound) account for one third of total carbon dioxide emissions worldwide. A 2006 Federal Highway Administration publication indicated that the U.S. contributes 45% of the total worldwide vehicle emissions. That is why the Clean Air Act Amendments of 1990 contained a focus on the reduction of vehicle emissions through transportation planning.

Emissions from automobiles and trucks are one source of ground level ozone and therefore future traffic volumes and congestion levels may impact attainment status in the Tyler region. In developing transportation programs and policies, efforts should be taken to ensure that these environmental impacts are considered and that transportation planning is compatible with federal and state air quality requirements.

There are several methods to control ozone including annual inspections of automobiles to measure tailpipe exhaust and the installation of special nozzles on gas pumps that collect vapors. Additionally, other methods include educating the public about carpooling or various rideshare programs and actively promoting the Tyler Transit system. Increasing ridership on the transit system will aid in the decrease of ozone and automobile emissions.

As part of Northeast Texas' Clean Air Action plan, a number of enforceable and voluntary measures were identified to control emission levels in the region. Initiatives that are currently being undertaken to help control on road vehicle emissions include:

- The Department of Energy "Clean Cities Program" voluntary on-road vehicle emission reductions, the East Texas Clean Cities Coalition, coordinated by the East Texas Council of Governments, has successfully obtained a Clean Cities Designation for the region from Department of Energy. East Texas Clean Cities Coalition promotes the use of alternative fuels to gasoline and diesel, such as propane, natural gas, ethanol, and biodiesel. Funding for clean-fueled propane vans for local transit agencies with 23 propane-fueled vans placed in service by the end of 2005.
- Eighteen new lower emitting propane heavy duty (Class 2b) vans were purchased in 2003 and 2004 for the East Texas Council of Governments' Rural Transportation Program (10 vans), the City of Longview (7 vans), and Tyler Transit (1 van). The average miles per year driven by these vehicles is 36,820.

- Public awareness program: The Northeast Texas Air Care runs an annual public education and ozone awareness program for the five county Tyler/Longview/Marshall area. The program includes the following elements: an ozone watch and warning communications network between local governments and industries to communicate ozone action day forecasts issued by the Texas Commission of Environmental Quality; a North East Texas Air Care website (<http://www.netac.org>); production and distribution of public service announcements; school programs and teacher training workshops; distribution of public information and educational materials; and an annual ozone season kick-off meeting for northeast Texas.

## **AMERICANS WITH DISABILITIES ACT**

Paratransit is a shared ride public transportation service, allowing door to door assistance, to people with disabilities who are unable to use fixed-route buses. The paratransit system offers transportation to certified riders using modern, handicap accessible vehicles. Riders who are unable to access vehicles by using steps may use the wheelchair lift.

The Texas Department of Transportation, Tyler District, continues to build American with Disabilities Act compliant curb ramps as part of their annual letting program. Americans with Disabilities Act compliant design standards are used as part of the design process for all major mobility projects undertaken in the region.

**TAMPO has chosen to show both mobility and non-mobility projects for the area. The non-mobility or lump-sum categorized projects are included after the Highway Projects: Mobility section.**

## **GLOSSARY**

SUPPLEMENTING THE FOLLOWING PROJECT LISTING AND EXPLAINING TERMS AND ITEMS SHOWN

### **CATEGORY:**

Federal Funding Category – Major categories of Federal funding as established by the Transportation Equity Act for the 21<sup>st</sup> Century. Categories are:

IC	Interstate Construction
IM	Interstate Maintenance
NH	National Highway System
STP	Surface Transportation Program
CM	Congestion Mitigation and Air Quality Funds
BR	On/Off System Bridge Rehabilitation
DSB	Donor State Bonus Funds
MA	Minimum Allocation Funds
FLHP	Federal Land Highway Program
FTA	Federal Transit Administration Funding
LET Date	Bid Let Date

### **STATEWIDE CONTROL SECTION JOB NUMBER:**

Programming number utilized for statewide lump sum funded projects.

### **CSJ:**

Control Section Job Number – Texas Department of Transportation assigned number for projects entered into the Unified Transportation Plan.

**MAP KEY:**

Identifies the project on the maps retained at the TAMPO office and GIS data files.

**PROJECT ID:**

Project identification code assigned by TAMPO. Used to relate projects to the Metropolitan Transportation Plan.

**HIGHWAY PROJECTS  
MOBILITY**

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
TYLER METROPOLITAN PLANNING ORGANIZATION  
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0910-16-124	VA	C,E	TYLER		\$ 2,033,476	
<b>LIMITS FROM:</b>	VARIOUS LOCATIONS IN					<b>REVISION DATE:</b>	11/2013	
<b>LIMITS TO:</b>	THE CITY OF TYLER					<b>MPO PROJ NUM:</b>	SNM-44	
<b>PROJECT</b>	CONSTRUCT SIDEWALKS AT 7 LOCATIONS IN THE CITY OF TYLER					<b>FUNDING CAT(S):</b>	9, LC	
<b>DESC:</b>						<b>PROJECT</b>		
<b>REMARKS</b>						<b>HISTORY:</b>		
<b>P7:</b>								
<b>TOTAL PROJECT COST INFORMATION</b>			<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	\$ 91,590	<b>COST OF APPROVED PHASES:</b>		<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCHASE:	\$ -		9-ENHANCEMNTS:	\$ 1,648,322	\$ -	\$ 412,081	\$ -	\$ 2,060,403
CONST COST:	\$ 1,869,176		TOTAL	\$ 1,648,322	\$ -	\$ 412,081	\$ -	\$ 2,060,403
CONST ENG:	\$ 72,711							
CONTING:	\$ 52,524		\$ 2,033,476					
IND COSTS:	\$ 90,281							
BND FINANCING:	\$ -							
<b>TOTAL PRJ COST:</b>	<b>\$ 2,502,266</b>							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	2558-01-015	SS 248	C,E,R	TYLER		\$ 9,464,000	
<b>LIMITS FROM:</b>	1.75 MI W OF FM 848 (OLD OMEN RD), E					<b>REVISION DATE:</b>	05/2015	
<b>LIMITS TO:</b>	SH 64 SE OF TYLER					<b>MPO PROJ NUM:</b>	LM-B2	
<b>PROJECT</b>	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/ FLUSH MEDIAN					<b>FUNDING CAT(S):</b>	2U	
<b>DESC:</b>						<b>PROJECT</b>	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/ FLUSH	
<b>REMARKS</b>						<b>HISTORY:</b>	MEDIAN, ALSO IN 2013-2016 STIP _____ AUG. 2013 REV. PE	
<b>P7:</b>							PHASE ONLY	
<b>TOTAL PROJECT COST INFORMATION</b>			<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	\$ 469,777	<b>COST OF APPROVED PHASES:</b>		<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCHASE:	\$ 753,563		2U	\$ -	\$ 8,854,000	\$ -	\$ -	\$ 8,854,000
CONST COST:	\$ 9,587,288		2U	\$ 488,000	\$ 122,000	\$ -	\$ -	\$ 610,000*
CONST ENG:	\$ 475,529		TOTAL	\$ 488,000	\$ 8,976,000	\$ -	\$ -	\$ 9,464,000
CONTING:	\$ 190,787		\$ 9,464,000					
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
<b>TOTAL PRJ COST:</b>	<b>\$ 11,476,944</b>							

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

\*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
TYLER METROPOLITAN PLANNING ORGANIZATION  
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0910-16-120	PW	C,E			\$ 1,085,467	
LIMITS FROM:		WITHIN TYLER STATE PARK				REVISION DATE:	07/2014	
LIMITS TO:						MPO PROJ NUM:		
PROJECT		CONSTRUCT NEW ENTRANCE ROAD & PARKING				FUNDING CAT(S):	10	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 47,796	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		10-MISC:	\$ -	\$ 1,085,467	\$ -	\$ -	\$ 1,085,467
CONST COST:	\$ 975,438		TOTAL	\$ -	\$ 1,085,467	\$ -	\$ -	\$ 1,085,467
CONST ENG:	\$ 62,233							
CONTING:	\$ 12,583		\$ 1,085,467					
IND COSTS:	\$ 47,114							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 1,145,164							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0910-16-121	PW	C,E			\$ 1,799,045	
LIMITS FROM:		VARIOUS LOCATIONS				REVISION DATE:	07/2014	
LIMITS TO:		WITHIN TYLER STATE PARK				MPO PROJ NUM:		
PROJECT		OVERLAY PARK ROADS, PARKING LOTS & CAMPSITE PULLOUTS				FUNDING CAT(S):	10	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 79,217	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		3	\$ -	\$ 1,799,045	\$ -	\$ -	\$ 1,799,045
CONST COST:	\$ 1,616,683		TOTAL	\$ -	\$ 1,799,045	\$ -	\$ -	\$ 1,799,045
CONST ENG:	\$ 103,144							
CONTING:	\$ 20,855		\$ 1,799,045					
IND COSTS:	\$ 78,086							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 1,897,985							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	3487-01-017	SL 49	C,E,R	TYLER	NET RMA	\$ 75,619,000	
LIMITS FROM:		IH 20 SW OF LINDALE, N & E				REVISION DATE:	08/2015	
LIMITS TO:		US 69 N OF LINDALE				MPO PROJ NUM:		
PROJECT		CONSTRUCT 2-LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION ULTIMATE 4-LN FACILITY, DESIGNED & CONSTRUCTED BY NETRMA				FUNDING CAT(S):	3,10	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 5,997,000	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 24,072,000		3	\$ -	\$ -	\$ 71,578,986	\$ -	\$ 71,578,986
CONST COST:	\$ 54,893,000		10	\$ 3,232,011	\$ 808,003	\$ -	\$ -	\$ 4,040,014
CONST ENG:	\$ 5,216,000		TOTAL	\$ 3,232,011	\$ 808,003	\$ 71,578,986	\$ -	\$ 75,619,000
CONTING:	\$ 15,510,000		\$ 75,619,000					
IND COSTS:	\$ 13,785,000							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 119,473,000							

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

\*FUNDING NOT FIXED

TIP FY 2015-2018  
 TYLER METROPOLITAN PLANNING ORGANIZATION  
 FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	3487-01-018	SL 49	C.E	TYLER	NET RMA	\$ 1,299,000
LIMITS FROM:	SH 110, S					REVISION DATE:	08/2015
LIMITS TO:	0.6 MI S OF SH 110					MPO PROJ NUM:	
PROJECT	CONSTRUCT NEW NB EXIT RAMP & SB ENTRANCE RAMP					FUNDING CAT(S):	3
DESC:	DESIGNED & CONSTRUCTED BY NETRMA					PROJECT	
REMARKS						HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 86,000	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		3	\$ -	\$ -	\$ 1,299,000	\$ -
CONST COST:	\$ 975,000	TOTAL	\$ -	\$ -	\$ 1,299,000	\$ -	\$ 1,299,000
CONST ENG:	\$ 93,000						
CONTING:	\$ 231,000	\$ 1,299,000					
IND COSTS:	\$ -						
BND FINANCING:	\$ -						
TOTAL PRJ COST:	\$ 1,385,000						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0910-16-134	VA	R			\$ 500,000
LIMITS FROM:	WHITEHOUSE					REVISION DATE:	11/2015
LIMITS TO:	TROUP					MPO PROJ NUM:	
PROJECT	PURCHASE 7.25 MILE OF ABANDONED UNION PACIFIC					FUNDING CAT(S):	12
DESC:	RAILROAD CORRIDOR					PROJECT	
REMARKS						HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ -	COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 500,000		12	\$ 400,000	\$ -	\$ 100,000	\$ -
CONST COST:	\$ -	TOTAL	\$ 400,000	\$ -	\$ 100,000	\$ -	\$ 500,000
CONST ENG:	\$ -						
CONTING:	\$ -	\$ 500,000					
IND COSTS:	\$ -						
BND FINANCING:	\$ -						
TOTAL PRJ COST:	\$ 500,000						

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

\*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
TYLER METROPOLITAN PLANNING ORGANIZATION  
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0191-01-063	US 69	C,E	TYLER		\$ 10,634,867	
<b>LIMITS FROM:</b> AT FM 346, E OF FLINT						<b>REVISION DATE:</b>	07/2014	
<b>LIMITS TO:</b>						<b>MPO PROJ NUM:</b>	SM-27	
<b>PROJECT</b> CONSTRUCT NEW ENTRANCE ROAD & PARKING						<b>FUNDING CAT(S):</b>	1,11,12	
<b>DESC:</b>						<b>PROJECT</b> CONSTRUCT GRADE-SEPARATED INTERCHANGE		
<b>REMARKS</b>						<b>HISTORY:</b>	GROUPED PE ONLY LMTTP	
<b>P7:</b>								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
<b>PRELIM ENG:</b>	\$ 475,507	<b>COST OF APPROVED PHASES:</b>		<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
<b>ROW PURCHASE:</b>	\$ 1,085,000		1-PRVNT	\$ 2,507,894	\$ 626,973	-	-	\$ 3,134,867*
<b>CONST COST:</b>	\$ 9,704,231		11-DIST DISC:	\$ 2,000,000	\$ 500,000	-	-	\$ 2,500,000
<b>CONST ENG:</b>	\$ 455,128		12-STRAT PRIOR:	\$ 4,000,000	\$ 1,000,000	-	-	\$ 5,000,000
<b>CONTING:</b>	\$ 290,157		<b>TOTAL</b>	\$ 8,507,894	\$ 2,126,973	-	-	\$ 10,634,867
<b>IND COSTS:</b>	\$ 468,714							
<b>BND FINANCING:</b>	\$ -							
<b>TOTAL PRJ COST:</b>	\$ 12,914,458							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0191-03-081	FM 2493	C,E,R	TYLER		\$ 13,150,000	
<b>LIMITS FROM:</b> FM 2813 IN GRESHAM, S						<b>REVISION DATE:</b>	08/2015	
<b>LIMITS TO:</b> FM 346 IN FLINT						<b>MPO PROJ NUM:</b>	LM-D6	
<b>PROJECT</b> WIDEN FROM 2 LNS TO 4 LNS W/ FLUSH MEDIAN (CONT LEFT TURN LN)						<b>FUNDING CAT(S):</b>	2U	
<b>DESC:</b>						<b>PROJECT</b>		
<b>REMARKS</b>						<b>HISTORY:</b>		
<b>P7:</b>								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
<b>PRELIM ENG:</b>	\$ 612,700	<b>COST OF APPROVED PHASES:</b>		<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
<b>ROW PURCHASE:</b>	\$ 3,640,000		2U-URBAN CRDR:	\$ 10,520,000	\$ 2,630,000	-	-	\$ 13,150,000*
<b>CONST COST:</b>	\$ 11,670,000		<b>TOTAL</b>	\$ 10,520,000	\$ 2,630,000	-	-	\$ 13,150,000
<b>CONST ENG:</b>	\$ 578,800							
<b>CONTING:</b>	\$ 233,400							
<b>IND COSTS:</b>	\$ 669,850							
<b>BND FINANCING:</b>	\$ -							
<b>TOTAL PRJ COST:</b>	\$ 17,404,750							

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

\*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
TYLER METROPOLITAN PLANNING ORGANIZATION  
FY 2018

**No Projects Listed For This Year**

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

\*FUNDING NOT FIXED

## **TRANSIT PROJECTS**

**FY 2015 TRANSIT PROJECT DESCRIPTIONS**  
**TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$217,737
	SR-PT8	State Funds from TxDOT	\$0
Apportionment Year	2015	Other Funds	\$0
Project Phase		Fiscal Year Cost	\$217,737
Brief Project Description	Bus and bus facility, 2 mv-1 vans, shop lift.	Total Project Cost	\$217,737
		Trans. Dev. Credits Requested	\$39,048
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$39,048
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$1,000,000
	SR-PT8	State Funds from TxDOT	\$0
Apportionment Year	2015	Other Funds	\$106,941
Project Phase		Fiscal Year Cost	\$1,250,000
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$1,250,000
		Trans. Dev. Credits Requested	\$143,059
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$48,000
	SR-PT8	State Funds from TxDOT	\$0
Apportionment Year	2015	Other Funds	\$12,000
Project Phase		Fiscal Year Cost	\$60,000
Brief Project Description	Planning - short term planning such as administrative costs.	Total Project Cost	\$60,000
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$17,018
	SR-PT8	State Funds from TxDOT	\$0
Apportionment Year	2015	Other Funds	\$4,255
Project Phase		Fiscal Year Cost	\$21,273
Brief Project Description	Security expenses such as cameras, personel, alarm systems, partitions, panic buttons.	Total Project Cost	\$21,273
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**FY 2015 TRANSIT PROJECT DESCRIPTIONS  
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$636,781
	SR-PT8	<b>State Funds from TxDOT</b>	\$275,147
<b>Apportionment Year</b>	2015	<b>Other Funds</b>	\$361,634
<b>Project Phase</b>		<b>Fiscal Year Cost</b>	<b>\$1,273,562</b>
<b>Brief Project Description</b>	Operating expenses such as personnel salaries, fuel, utilities, etc.	<b>Total Project Cost</b>	\$1,273,562
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	NA	<b>Trans. Dev. Credits Awarded</b>	
<b>Amendment Date &amp; Action</b>		<b>(Date &amp; Amount)</b>	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$0
	SR-PT8	<b>State Funds from TxDOT</b>	\$180,676
<b>Apportionment Year</b>	2015	<b>Other Funds</b>	\$0
<b>Project Phase</b>		<b>Fiscal Year Cost</b>	<b>\$180,676</b>
<b>Brief Project Description</b>	Buses, bus equipment	<b>Total Project Cost</b>	\$180,676
		<b>Trans. Dev. Credits Requested</b>	\$36,135
<b>Sec 5309 ID Number</b>	NA	<b>Trans. Dev. Credits Awarded</b>	\$36,135
<b>Amendment Date &amp; Action</b>		<b>(Date &amp; Amount)</b>	(6/13/14)

**FY 2016 TRANSIT PROJECT DESCRIPTIONS**  
**TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$747,167
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$186,792
<b>Apportionment Year</b>	2016	<b>Fiscal Year Cost</b>	<b>\$933,959</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Capital and preventative maintenance expenses such as buses, bus maintenance.	<b>Total Project Cost</b>	\$933,959
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5309 ID Number</b>	NA		
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$17,018
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$4,255
<b>Apportionment Year</b>	2016	<b>Fiscal Year Cost</b>	<b>\$21,273</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Security expenses such as cameras, personnel, alarm systems.	<b>Total Project Cost</b>	\$21,273
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5309 ID Number</b>	NA		
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$937,614
		<b>State Funds from TxDOT</b>	\$281,328
		<b>Other Funds</b>	\$656,286
<b>Apportionment Year</b>	2016	<b>Fiscal Year Cost</b>	<b>\$1,875,228</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operating expenses such as personnel salaries, fuel, utilities, etc.	<b>Total Project Cost</b>	\$1,875,228
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5309 ID Number</b>	NA		
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$0
		<b>State Funds from TxDOT</b>	\$146,510
		<b>Other Funds</b>	\$0
<b>Apportionment Year</b>	2016	<b>Fiscal Year Cost</b>	<b>\$146,510</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Capital expenses related to ADA Bus Purchases, radios	<b>Total Project Cost</b>	\$146,510
		<b>Trans. Dev. Credits Requested</b>	\$29,302
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5309 ID Number</b>	NA		
<b>Amendment Date &amp; Action</b>			

**FY 2016 TRANSIT PROJECT DESCRIPTIONS  
TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5304</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$0
		<b>State Funds from TxDOT</b>	120,000
		<b>Other Funds</b>	30,000
<b>Apportionment Year</b>		<b>Fiscal Year Cost</b>	<b>\$150,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Planning-Review/evaluation of routes to include UZA Zones	<b>Total Project Cost</b>	\$0
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$139,563
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	0
<b>Apportionment Year</b>		<b>Fiscal Year Cost</b>	<b>\$139,563</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Capital Expense for bus purchase/bus equipment	<b>Total Project Cost</b>	\$139,563
		<b>Trans. Dev. Credits Requested</b>	\$27,913
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

**FY 2017 TRANSIT PROJECT DESCRIPTIONS**  
**TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$60,000
		State Funds from TxDOT	\$0
		Other Funds	\$15,000
Apportionment Year	2017	Fiscal Year Cost	<b>\$75,000</b>
Project Phase			
Brief Project Description	Capital expenses related to Americans with Disability Act such as wheelchair ramps, bus repairs, etc.	Total Project Cost	\$75,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$660,000
		State Funds from TxDOT	\$0
		Other Funds	\$165,000
Apportionment Year	2017	Fiscal Year Cost	<b>\$825,000</b>
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$825,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$8,000
		State Funds from TxDOT	\$0
		Other Funds	\$2,000
Apportionment Year	2017	Fiscal Year Cost	<b>\$10,000</b>
Project Phase			
Brief Project Description	Security expenses such as cameras, personel, alarm systems.	Total Project Cost	\$12,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$635,993
		State Funds from TxDOT	\$0
		Other Funds	\$635,993
Apportionment Year	2017	Fiscal Year Cost	<b>\$1,271,986</b>
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,271,986
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOY)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$120,000
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	30,000
<b>Apportionment Year</b>	2017	<b>Fiscal Year Cost</b>	<b>\$150,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Capital expenses related to ADA Bus Maintenance/Bus Purchases	<b>Total Project Cost</b>	\$150,000
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID Number</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

**FY 2018 TRANSIT PROJECT DESCRIPTIONS**  
**TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$80,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$20,000
<b>Apportionment Year</b>	2018	<b>Fiscal Year Cost</b>	<b>\$100,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Capital expenses related to Americans with Disability Act such as wheelchair ramps, bus repairs, etc.	<b>Total Project Cost</b>	\$100,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	NA	<b>Trans. Dev. Credits Awarded</b>	
<b>Amendment Date &amp; Action</b>		<b>(Date &amp; Amount)</b>	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$660,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$165,000
<b>Apportionment Year</b>	2018	<b>Fiscal Year Cost</b>	<b>\$825,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Capital and preventative maintenance expenses such as buses, bus maintenance.	<b>Total Project Cost</b>	\$825,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	NA	<b>Trans. Dev. Credits Awarded</b>	
<b>Amendment Date &amp; Action</b>		<b>(Date &amp; Amount)</b>	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$12,000
		<b>State Funds from TxDOT</b>	\$0
		<b>Other Funds</b>	\$3,000
<b>Apportionment Year</b>	2018	<b>Fiscal Year Cost</b>	<b>\$15,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Security expenses such as cameras, personel, alarm systems.	<b>Total Project Cost</b>	\$15,000
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>	NA	<b>Trans. Dev. Credits Awarded</b>	
<b>Amendment Date &amp; Action</b>		<b>(Date &amp; Amount)</b>	\$0

**FY 2018 TRANSIT PROJECT DESCRIPTIONS**  
**TYLER AREA MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Tyler

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	Tyler Transit	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$513,298
		<b>State Funds from TxDOT</b>	\$209,763
		<b>Other Funds</b>	\$303,535
<b>Apportionment Year</b>	2018	<b>Fiscal Year Cost</b>	<b>\$1,026,596</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Operating expenses such as personnel salaries, fuel, utilities, etc.	<b>Total Project Cost</b>	\$1,350,000
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID Number</b>	NA	<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>	Tyler Transit	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$0
		<b>State Funds from TxDOT</b>	\$140,000
		<b>Other Funds</b>	\$35,000
<b>Apportionment Year</b>	2018	<b>Fiscal Year Cost</b>	<b>\$175,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Capital expense related to ADA paratransit, bus maintenance/bus purchases	<b>Total Project Cost</b>	\$175,000
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID Number</b>	NA	<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>	Tyler Transit	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$320,000
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	80,000
<b>Apportionment Year</b>	2018	<b>Fiscal Year Cost</b>	<b>\$400,000</b>
<b>Project Phase</b>			
<b>Brief Project Description</b>	Capital Expense for bus purchase/bus equipment	<b>Total Project Cost</b>	\$0
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b>	
<b>Sec 5309 ID Number</b>		<b>(Date &amp; Amount)</b>	\$0
<b>Amendment Date &amp; Action</b>			

## **FINANCIAL SUMMARY**



Tyler Area Metropolitan Planning Organization  
FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$1,696,595	\$1,696,595	\$3,151,933	\$3,151,933	\$7,351,048	\$7,351,048	\$0	\$0	\$12,199,576	\$12,199,576
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$4,889,922	\$4,889,922	\$560,000	\$560,000	\$0	\$0	\$0	\$0	\$5,449,922	\$5,449,922
3	Non-Traditionally Funded Transportation Project	\$5,566,295	\$5,566,295	\$0	\$0	\$0	\$0	\$0	\$0	\$5,566,295	\$5,566,295
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$380,936	\$380,936	\$0	\$0	\$0	\$0	\$0	\$0	\$380,936	\$380,936
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$484,496	\$484,496	\$0	\$0	\$0	\$0	\$0	\$0	\$484,496	\$484,496
9	Enhancements	\$2,033,476	\$2,060,403	\$0	\$0	\$0	\$0	\$0	\$0	\$2,033,476	\$2,060,403
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$2,884,512	\$2,884,512	\$0	\$0	\$0	\$0	\$2,884,512	\$2,884,512
11	District Discretionary	\$0	\$0	\$320,669	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$2,820,669	\$2,500,000
12	Strategic Priority	\$0	\$0	\$400,000	\$400,000	\$5,000,000	\$5,000,000	\$0	\$0	\$5,400,000	\$5,400,000
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$15,051,720</b>	<b>\$15,078,647</b>	<b>\$7,317,114</b>	<b>\$6,996,445</b>	<b>\$14,851,048</b>	<b>\$14,851,048</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,219,882</b>	<b>\$36,926,140</b>

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
<b>Federal</b>	\$7,658,330	\$2,969,546	\$11,880,839	\$0	\$22,508,715
<b>State</b>	\$1,441,941	\$3,626,899	\$2,970,209	\$0	\$8,039,049
<b>Local Match</b>	\$412,081	\$100,000	\$0	\$0	\$512,081
CAT 3 - Local Contributions	\$5,566,295	\$0	\$0	\$0	\$5,566,295
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3- Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Stragegy 102 Budget	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$15,078,647</b>	<b>\$6,696,445</b>	<b>\$14,851,048</b>	<b>\$0</b>	<b>\$36,626,140</b>



**Tyler Area Metropolitan Planning Organization**  
**FY 2015 - 2018 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2015			FY 2016			FY 2017		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,701,799	\$484,830	\$2,186,629	\$1,701,800	\$1,128,660	\$2,830,460	\$1,363,993	\$817,993	\$2,181,986
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$217,737		\$217,737	\$139,563		\$139,563			\$0
6	Sec. 5310-Seniors&People w/Disabilities >200k		\$180,676	\$180,676		\$146,510	\$146,510	\$120,000	\$30,000	\$150,000
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Other FTA			\$0			\$0			\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0		\$150,000	\$150,000			\$0
<b>Total Funds</b>		<b>\$1,919,536</b>	<b>\$665,506</b>	<b>\$2,585,042</b>	<b>\$1,841,363</b>	<b>\$1,425,170</b>	<b>\$3,266,533</b>	<b>\$1,483,993</b>	<b>\$847,993</b>	<b>\$2,331,986</b>
Transportation Development Credits Requested				\$0			\$0			\$0
Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

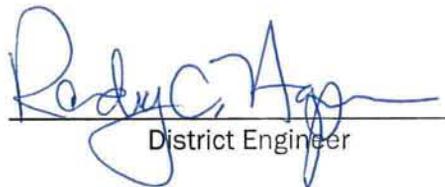
Transit Programs		FY 2018			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,265,298	\$701,298	\$1,966,596	\$6,032,890	\$3,132,781	\$9,165,671
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$320,000	\$80,000	\$400,000	\$677,300	\$80,000	\$757,300
6	Sec. 5310-Seniors&People w/Disabilities >200k		\$175,000	\$175,000	\$120,000	\$532,186	\$652,186
7	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
9	Other FTA			\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0	\$0	\$150,000	\$150,000
<b>Total Funds</b>		<b>\$1,585,298</b>	<b>\$956,298</b>	<b>\$2,541,596</b>	<b>\$6,830,190</b>	<b>\$3,894,967</b>	<b>\$10,725,157</b>
Transportation Development Credits Requested				\$0			\$0
Awarded				\$0			\$0

## MPO SELF-CERTIFICATION – ATTAINMENT AREA

In accordance with 23 CFR Part 450.334, the Texas Department of Transportation, and the Tyler Area Metropolitan Planning Organization for the Tyler urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 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 MAP-21 (Pub. L. 112-141) 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.

Tyler  
District  
Texas Department of Transportation

  
District Engineer

4/9/14  
Date

Tyler Area  
Metropolitan Planning Organization  
Policy Board Chairperson

  
Chairperson, MPO Policy Committee

4.10.14  
Date

## **APPENDICES**

## **APPENDIX A**

### **HIGHWAY PROJECTS NON-MOBILITY**

The following non-mobility projects are provided to reflect more accurately the total transportation system improvements planned for the Tyler Area Metropolitan Area. The Tyler Area MPO has opted to utilize the grouped projects category listing. Grouping projects by these categories 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 these additional projects.



**Grouped Projects CSJs**

**Definition of Grouped Project for Use in the STIP**

Revised May 22, 2014

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 that is not added capacity in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and 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 and 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.



### Grouped Projects CSJs

#### Definition of Grouped Project for Use in the STIP

Revised May 22, 2014

Proposed CSJ	Grouped Project Category	Definition
5800-00-915	Intelligent Transportation Systems 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 and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	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.

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding required a Federal eligibility determination, and 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).

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
GROUPED PROJECTS  
TYLER METROPOLITAN PLANNING ORGANIZATION  
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	1163-01-021	FM 850	C,E	OVERTON		\$ 1,372,398
LIMITS FROM:	FM 2607, SE					REVISION DATE:	07/2014
LIMITS TO:	RUSK C/L IN OVERTON					MPO PROJ NUM:	
PROJECT	RESURFACE ROADWAY					FUNDING CAT(S):	1
DESC:						PROJECT	
REMARKS	THIS PROJECT ALSO LISTED IN THE 2013-2016					HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 62,048	<b>COST OF APPROVED PHASES:</b>	1-PRVNT	\$ 1,097,919	\$ -	\$ 274,480	\$ -	\$ 1,372,399*
ROW PURCHASE:	\$ -		TOTAL	\$ 1,097,919	\$ -	\$ 274,480	\$ -	\$ 1,372,399
CONST COST:	\$ 1,266,284							
CONST ENG:	\$ 44,067							
CONTING:	\$ 22,160		\$ 1,372,398					
IND COSTS:	\$ 61,162							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 1,495,481							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0591-01-007	FM 13	C,E	TROUP		\$ 43,152
LIMITS FROM:	SH 135 IN TROUP, S					REVISION DATE:	07/2014
LIMITS TO:	CHEROKEE C/L					MPO PROJ NUM:	
PROJECT	SEAL COAT & PAVEMENT MARKINGS					FUNDING CAT(S):	1
DESC:						PROJECT	
REMARKS						HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 1,968	<b>COST OF APPROVED PHASES:</b>	1-PRVNT	\$ 34,522	\$ 8,630	\$ -	\$ -	\$ 43,152*
ROW PURCHASE:	\$ -		TOTAL	\$ 34,522	\$ 8,630	\$ -	\$ -	\$ 43,152
CONST COST:	\$ 40,164							
CONST ENG:	\$ 1,020							
CONTING:	\$ 225		\$ 43,152					
IND COSTS:	\$ 1,940							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 46,008							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0679-01-011	FM 757	C,E	TYLER		\$ 179,249
LIMITS FROM:	IH 20, S					REVISION DATE:	07/2014
LIMITS TO:	SH 31					MPO PROJ NUM:	
PROJECT	SEAL COAT & PAVEMENT MARKINGS					FUNDING CAT(S):	1
DESC:						PROJECT	
REMARKS						HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 8,175	<b>COST OF APPROVED PHASES:</b>	1-PRVNT	\$ 143,399	\$ 35,850	\$ -	\$ -	\$ 179,249*
ROW PURCHASE:	\$ -		TOTAL	\$ 143,399	\$ 35,850	\$ -	\$ -	\$ 179,249
CONST COST:	\$ 166,836							
CONST ENG:	\$ 4,238							
CONTING:	\$ 934		\$ 179,249					
IND COSTS:	\$ 8,058							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 191,111							

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

\*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
GROUPED PROJECTS  
TYLER METROPOLITAN PLANNING ORGANIZATION  
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0889-03-010	FM 2868	C,E			\$ 101,796	
LIMITS FROM:	SH 155, E					REVISION DATE:	07/2014	
LIMITS TO:	FM 346 NEAR FLINT					MPO PROJ NUM:	SM-47	
PROJECT	SEAL COAT & PAVEMENT MARKINGS					FUNDING CAT(S):	1	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>			<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	\$ 4,643	<b>COST OF APPROVED PHASES:</b>		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT	\$ 81,436	\$ 20,359	\$ -	\$ -	\$ 101,795*
CONST COST:	\$ 94,746		TOTAL	\$ 81,436	\$ 20,359	\$ -	\$ -	\$ 101,795
CONST ENG:	\$ 2,407							
CONTING:	\$ 531							
IND COSTS:	\$ 4,576							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 108,532							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0910-16-117	CR	C,E			\$ 380,936	
LIMITS FROM:	CR 481 AT DUCK CREEK					REVISION DATE:	07/2014	
LIMITS TO:	STR#AA06-54-001					MPO PROJ NUM:		
PROJECT	REPLACE BRIDGE AND APPROACHES					FUNDING CAT(S):	6	
DESC:						PROJECT	REPLACE BRIDGE AND APPROACHES THIS PROJECT ALSO	
REMARKS	THIS PROJECT ALSO LISTED IN THE 2011-2014 STIP					HISTORY:	LISTED IN THE 2013-2016 STIP	
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>			<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
PRELIM ENG:	\$ 16,614	<b>COST OF APPROVED PHASES:</b>		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		6-STRUCT RHB:	\$ 304,749	\$ 76,187	\$ -	\$ -	\$ 380,936*
CONST COST:	\$ 339,062		TOTAL	\$ 304,749	\$ 76,187	\$ -	\$ -	\$ 380,936
CONST ENG:	\$ 25,260							
CONTING:	\$ -							
IND COSTS:	\$ 16,377							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 405,417							

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

\*FUNDING NOT FIXED

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
10 - TYLER	SMITH	0165-01-101	US 271	C,E	TYLER		\$ 3,151,933		
LIMITS FROM: FM 2015, N OF TYLER, S						REVISION DATE:	07/2014		
LIMITS TO: 0.2 MI S OF SS 147 (BECKHAM ST O/P)						MPO PROJ NUM:			
PROJECT PLANE, REPAIR & RESURFACE ROADWAY						FUNDING CAT(S):	1		
DESC:					PROJECT				
REMARKS					HISTORY:				
P7:									
<b>TOTAL PROJECT COST INFORMATION</b>					<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	\$ 141,200	<b>COST OF APPROVED PHASES:</b>	\$ 3,151,933						
ROW PURCHASE:	\$ -			1-PRVNT	\$ 2,521,547	\$ 630,387	\$ -	\$ -	\$ 3,151,934*
CONST COST:	\$ 2,881,636			TOTAL	\$ 2,521,547	\$ 630,387	\$ -	\$ -	\$ 3,151,934
CONST ENG:	\$ 129,097								
CONTING:	\$ -								
IND COSTS:	\$ 139,183								
BND FINANCING:	\$ -								
TOTAL PRJ COST:	\$ 3,405,805								

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

\*FUNDING NOT FIXED

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0245-05-047	SH 64	C,E	TYLER		\$ 2,352,431
<b>LIMITS FROM:</b>	FM 724, E					<b>REVISION DATE:</b>	07/2014
<b>LIMITS TO:</b>	SL 323 IN TYLER					<b>MPO PROJ NUM:</b>	
<b>PROJECT</b>	REPAIR & RESURFACE ROADWAY					<b>FUNDING CAT(S):</b>	1
<b>DESC:</b>						<b>PROJECT</b>	
<b>REMARKS</b>						<b>HISTORY:</b>	
<b>P7:</b>							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 105,384	<b>COST OF APPROVED PHASES:</b>	1-PRVNT	\$ 1,881,945	\$ 470,486	\$ -	\$ -	\$ 2,352,431*
ROW PURCHASE:	\$ -		TOTAL	\$ 1,881,945	\$ 470,486	\$ -	\$ -	\$ 2,352,431
CONST COST:	\$ 2,150,696							
CONST ENG:	\$ 96,351							
CONTING:	\$ -		\$ 1,372,398					
IND COSTS:	\$ 103,879							
BND FINANCING:	\$ -							
<b>TOTAL PRJ COST:</b>	<b>\$ 2,541,907</b>							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0165-01-102	US 271	C,E	TYLER		\$ 372,750
<b>LIMITS FROM:</b>	0.7 MI S OF SS 147 (ERWIN ST), S					<b>REVISION DATE:</b>	07/2014
<b>LIMITS TO:</b>	SH 31 (FRONT ST) IN TYLER					<b>MPO PROJ NUM:</b>	
<b>PROJECT</b>	PLANE & RESURFACE ROADWAY					<b>FUNDING CAT(S):</b>	1
<b>DESC:</b>						<b>PROJECT</b>	
<b>REMARKS</b>						<b>HISTORY:</b>	
<b>P7:</b>							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 16,698	<b>COST OF APPROVED PHASES:</b>	1-PRVNT	\$ 298,200	\$ 74,550	\$ -	\$ -	\$ 372,750*
ROW PURCHASE:	\$ -		TOTAL	\$ 298,200	\$ 74,550	\$ -	\$ -	\$ 372,750
CONST COST:	\$ 340,784							
CONST ENG:	\$ 15,267							
CONTING:	\$ -		\$ 43,152					
IND COSTS:	\$ 16,460							
BND FINANCING:	\$ -							
<b>TOTAL PRJ COST:</b>	<b>\$ 402,773</b>							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0165-01-103	SH 155	C,E	TYLER		\$ 1,491,000
<b>LIMITS FROM:</b>	SH 31 (FRONT ST.), S					<b>REVISION DATE:</b>	07/2014
<b>LIMITS TO:</b>	SH 64 (5TH ST) IN TYLER					<b>MPO PROJ NUM:</b>	
<b>PROJECT</b>	PLANE & RESURFACE ROADWAY					<b>FUNDING CAT(S):</b>	1
<b>DESC:</b>						<b>PROJECT</b>	
<b>REMARKS</b>						<b>HISTORY:</b>	
<b>P7:</b>							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 66,794	<b>COST OF APPROVED PHASES:</b>	1-PRVNT	\$ 1,192,800	\$ 298,200	\$ -	\$ -	\$ 1,491,000*
ROW PURCHASE:	\$ -		TOTAL	\$ 1,192,800	\$ 298,200	\$ -	\$ -	\$ 1,491,000
CONST COST:	\$ 1,363,137							
CONST ENG:	\$ 61,069							
CONTING:	\$ -		\$ 179,249					
IND COSTS:	\$ 65,840							
BND FINANCING:	\$ -							
<b>TOTAL PRJ COST:</b>	<b>\$ 1,611,092</b>							

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

\*FUNDING NOT FIXED

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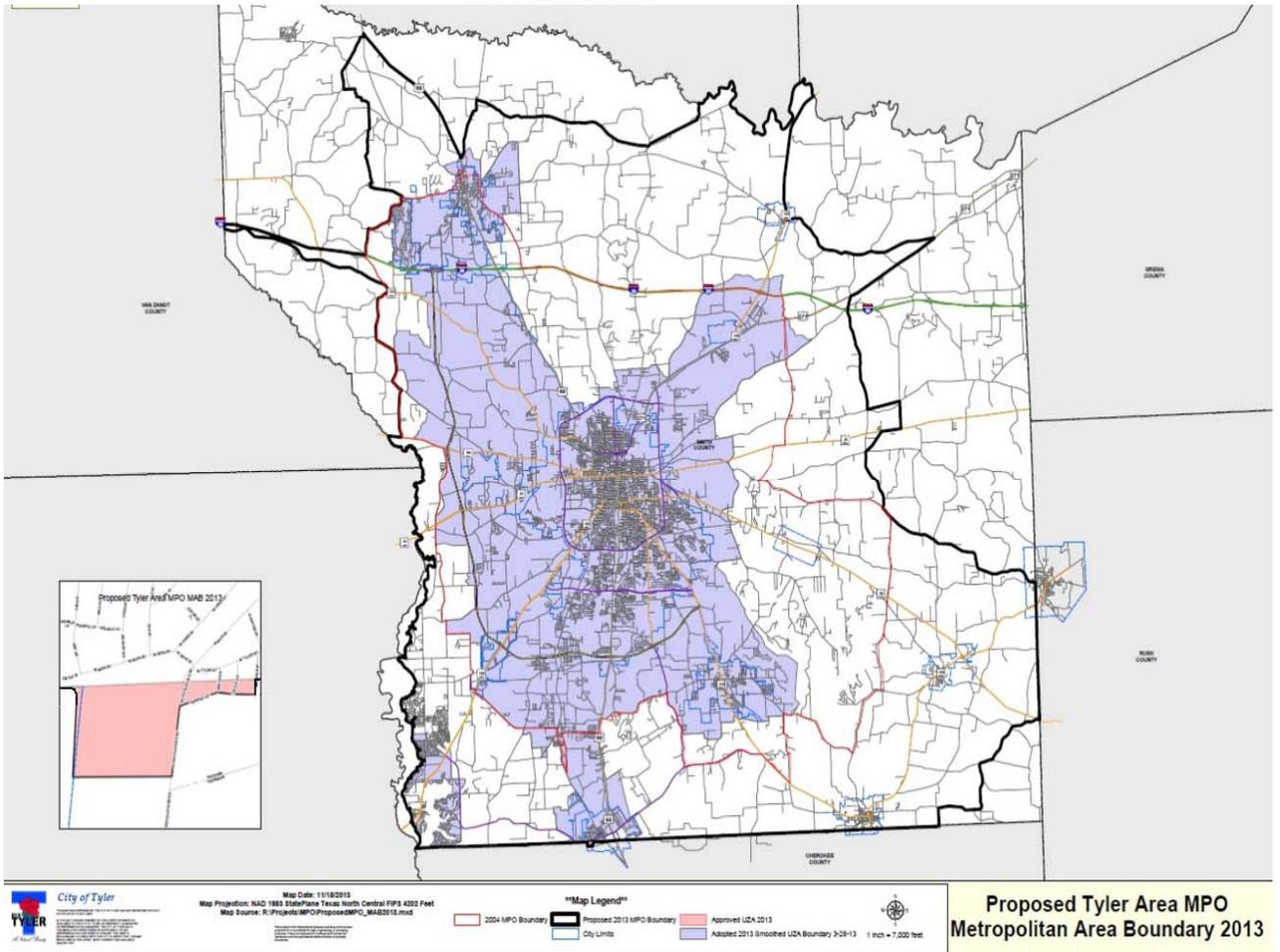
**No Projects Listed For This Year**

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

\*FUNDING NOT FIXED

# APPENDIX B



## **Appendix C**

### **Projects Undergoing Environmental Assessment**

This Appendix contains projects that are scheduled for implementation beyond the four years of the Transportation Improvement Program time frame, and it in no way implies that these projects are programmed in the Transportation Improvement Program. Cost estimates are preliminary and do not represent any commitment of construction funding. Consistency with the Metropolitan Transportation Plan will be verified as alternatives are examined in studies or environmental clearance efforts. Projects listed in Appendix C will include, at a minimum, Control Section Job Number, county, Texas Department of Transportation district, sponsoring entity, street name, project limits, project description, estimated let date and preliminary project cost.

The purpose of Appendix C is to identify projects that are undergoing preliminary engineering and environmental analysis consistent with early project development. The Federal Highway Administration allows these projects to be referenced in the current Transportation Improvement Program in order to facilitate the feasibility and preliminary engineering and environmental analysis phases.

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
10 - TYLER	SMITH	0190-04-033	US 69	E	LINDALE		\$ 5,566,295		
<b>LIMITS FROM:</b>	US 69, NORTH OF LINDALE, S					<b>REVISION DATE:</b>	07/2014		
<b>LIMITS TO:</b>	IH 20 AT LP 49 (LP 49 EXTENSION)					<b>MPO PROJ NUM:</b>	SM-30		
<b>PROJECT</b>	CONSTRUCT 2-LNS CONTROLLED ACCESS TOLL ROAD					<b>FUNDING CAT(S):</b>	LC		
<b>DESC:</b>	ON NEW LOCATION AS EXTENSION OF LP 49 (ULTIMATE 4 LANE FACILITY) (TOLL)					<b>PROJECT</b>	CONSTRUCT 2-LNS CONTROLLED ACCESS TOLL ROAD ON NEW		
<b>REMARKS</b>	APPROVED IN APPENDX C OF TIP; PROJ LISTED IN 11-14 & 13-16 TIP					<b>HISTORY:</b>	LOCATION AS EXTENSION OF LP 49 (ULTIMATE 4-LANE FACILITY)_(TOLL), SEG 4 POSS FUNDING SOURCES: TOLL REVENUE BACKED BONDS, LOCAL LEVERAGE		
<b>P7:</b>									
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>					
<b>PRELIM ENG:</b>	\$ 2,880,131	<b>COST OF APPROVED PHASES:</b>			<b>FEDERAL</b>	<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
<b>ROW PURCHASE:</b>	\$ -		<b>LOCAL CONTR:</b>	\$ -	\$ -	\$ -	\$ 5,566,295	\$ 5,566,295*	
<b>CONST COST:</b>	\$ 58,778,189		<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ 5,566,295	\$ 5,566,295	
<b>CONST ENG:</b>	\$ 2,686,163								
<b>CONTING:</b>	\$ 4,866,834		\$ 5,566,295						
<b>IND COSTS:</b>	\$ 2,838,987								
<b>BND FINANCING:</b>	\$ -								
<b>TOTAL PRJ COST:</b>	\$ 75,506,462								

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

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FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	3487-01-016	SL 49	E	TYLER		\$ -	
LIMITS FROM:	US 69, W					REVISION DATE:	07/2014	
LIMITS TO:	FM 2493 IN TYLER					MPO PROJ NUM:		
PROJECT	PRELIMINARY DESIGN & ENVIRONMENTAL DOCS FOR 10'					FUNDING CAT(S):	8	
DESC:	BIKE PATH ON NORTH SIDE OF ROADWAY ON EXISTING ROW					PROJECT		
REMARKS						HISTORY:		
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	\$ -	<b>COST OF APPROVED PHASES:</b>	FEDERAL      STATE      LOCAL      LC      TOTAL					
ROW PURCHASE:	\$ -		TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -
CONST COST:	\$ 20,000							
CONST ENG:	\$ -							
CONTING:	\$ -							
IND COSTS:	\$ 966							
BND FINANCING:	\$ -							
<b>TOTAL PRJ COST:</b>	<b>\$ 20,966</b>							

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

\*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
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FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0191-03-083	FM 2493	E	TYLER		\$ 6,067,804
<b>LIMITS FROM:</b>	FM 346 IN FLINT, S					<b>REVISION DATE:</b>	07/2014
<b>LIMITS TO:</b>	0.3 MI S OF FM 344 (CHEROKEE C/L)					<b>MPO PROJ NUM:</b>	LM-D6-2
<b>PROJECT</b>	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN					<b>FUNDING CAT(S):</b>	Supplemental
<b>DESC:</b>							Plan Authority

<b>REMARKS</b>	<b>PROJECT</b>	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN
<b>P7:</b>	<b>HISTORY:</b>	

TOTAL PROJECT COST INFORMATION		COST OF APPROVED PHASES:	AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 3,015,440	\$ 6,067,804						
ROW PURCHASE:	\$ -		TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -
CONST COST:	\$ 61,539,592							
CONST ENG:	\$ 3,052,364							
CONTING:	\$ 1,224,638							
IND COSTS:	\$ 2,972,362							
BND FINANCING:	\$ -							
<b>TOTAL PRJ COST:</b>	<b>\$ 74,105,976</b>							

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
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**No Projects Listed For This Year**

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

\*FUNDING NOT FIXED

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0522-04-032	FM 16	E	LINDALE		\$ 7,886
<b>LIMITS FROM:</b>	0.3 MI W OF FM 849 (CR 481), E					<b>REVISION DATE:</b>	07/2014
<b>LIMITS TO:</b>	US 69 IN LINDALE					<b>MPO PROJ NUM:</b>	
<b>PROJECT</b>	FEASIBILITY STUDY FOR CAPACITY EXPANSION IN					<b>FUNDING CAT(S):</b>	Supplemental
<b>DESC:</b>	ANTICIPATION OF THE EXTENSION OF TOLL 49 FROM IH 20 TO US 69 N OF LINDALE						Plan Authority

<b>REMARKS</b>	<b>PROJECT HISTORY:</b>
P7:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	TOTAL	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 3,947			\$ -	\$ -	\$ -	\$ -	\$ -
ROW PURCHASE:	\$ -							
CONST COST:	\$ 80,552							
CONST ENG:	\$ 3,939							
CONTING:	\$ 910	\$ 7,886						
IND COSTS:	\$ 3,891							
BND FINANCING:	\$ -							
<b>TOTAL PRJ COST:</b>	<b>\$ 96,590</b>							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	3021-01-008	FM 2964	E			\$ 14,745
<b>LIMITS FROM:</b>	SH 110, 1.3 M S OF LP 323 (SHILOH RD), S					<b>REVISION DATE:</b>	07/2014
<b>LIMITS TO:</b>	0.3 MI S OF SH 110 (LIBBIE ST)					<b>MPO PROJ NUM:</b>	
<b>PROJECT</b>	FEASIBILITY STUDY TO REALIGN ROADWAY &/04					<b>FUNDING CAT(S):</b>	Supplemental
<b>DESC:</b>	IMPROVE INTERSECTM @ SH 110 IN RAPIDLY DEVELOPING COMMERCIAL & RESIDENTIAL AREA						Plan Authority

<b>REMARKS</b>	<b>PROJECT HISTORY:</b>
P7:	JUNE 2012 REVISION

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	TOTAL	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 7,380			\$ -	\$ -	\$ -	\$ -	\$ -
ROW PURCHASE:	\$ -							
CONST COST:	\$ 150,614							
CONST ENG:	\$ 7,365							
CONTING:	\$ 1,702	\$ 14,745						
IND COSTS:	\$ 7,275							
BND FINANCING:	\$ -							
<b>TOTAL PRJ COST:</b>	<b>\$ 180,601</b>							

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

\*FUNDING NOT FIXED