

DRAFT

FY2021 - 2024

TRANSPORTATION IMPROVEMENT PROGRAM

TYLER AREA METROPOLITAN PLANNING
ORGANIZATION

Include date Policy Committee approved document on title page.
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INTRODUCTION

In accordance with the Fixing America's Surface Transportation Act (FAST Act), 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 2021-2024.

The projects included in this TIP originated from the Metropolitan Transportation Plan (MTP) or long-range plan. The TAMPO Transportation Policy Committee adopted the MTP on December 4, 2019. The MTP is updated every five years and now covers the planning period through the year 2045. The TIP is a four-year planning document, updated every two years; this TIP will cover the four-year period from October 2021 through September 2024.

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

- A. 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);
 - 1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
 - 2) Metropolitan planning projects funded under 23 U.S.C. 104(f), 49 U.S.C. 5305(d), and 49 U.S.C. 5339;
 - 3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
 - 4) At the discretion of the State and MPO, State planning and research projects funded with National Highway System, Surface Transportation Program, and/or Equity Bonus funds;
 - 5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
 - 6) National planning and research projects funded under 49 U.S.C. 5314; and
 - 7) Project management oversight projects funded under 49 U.S.C. 5327.

- B. 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;
- C. Provide the following for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction):
- 1) Sufficient descriptive material (*i.e.*, type of work, termini, and length) to identify the project or phase;
 - 2) Estimated total project cost, which may extend beyond the four years of the TIP;
 - 3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
 - 4) Identification of the agencies responsible for carrying out the project or phase;
 - 5) In nonattainment and maintenance areas, identification of those projects which are identified as TCMs in the applicable SIP;
 - 6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulation (40 CFR part 93); and
 - 7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.
- D. 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 2018.

PUBLIC PARTICIPATION PROCESS

The 2021-2024 TIP was developed in accordance with the Public Participation Plan of TAMPO with the exception of procedures amended to protect public health during the COVID-19 pandemic. The amended procedures impacted the public meeting and notification processes. 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. Typically, this is an in-person meeting, but was changed to a virtual public meeting to accommodate State and Federal social distancing mandates. Likewise, physically posting agendas at local government hubs was not done. Prior to the public meeting, notices and agendas were distributed to the Tyler-area news media at least 72 hours prior to the beginning of the 10-day comment period.

A copy of the draft TIP was made available on the TAMPO website which can be accessed at 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 Transportation Policy Committee through a criteria-based grading methodology developed for the 2045 update. 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 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.

TRANSPORTATION PERFORMANCE MANAGEMENT

The intent of transportation performance management is to provide key information to help decision makers understand the consequences of investment decisions across transportation assets or modes, improve communications between decision makers, stakeholders and the traveling public, and ensure targets and measures are developed in cooperative partnerships and based on data and objective information.

The purpose is to use the system information to achieve national performance goals established by Congress under 23 U.S.C. 150(b) which include:

- 1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2) Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
- 3) Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
- 4) System Reliability - To improve the efficiency of the surface transportation system
- 5) Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6) Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7) Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

To address these goals, performance targets have been established by the State and providers of public transportation. The MPO has the option to adopt these targets or develop and adopt its own methodology in consultation with the State and providers of public transportation.

Safety

The Texas Department of Transportation (TxDOT) has established and adopted statewide targets for five safety performance measures. Safety data is constantly monitored which allows data to be reported annually; however due to the time required to compile the data there is a two-year lag in reporting performance.

Performance Measure	2018 Statewide Target	2018 Statewide Performance	2019 Statewide Target	2020 Statewide Target
Total number of traffic related fatalities on all public roads	3,703.8	3,631	3,791.0	3,840
Rate of traffic related fatalities on all public roads per 100 million VMT	1.432	1.31	1.414	1.406
Total number of traffic related serious injuries on all public roads	17,565.4	14,892	17,751.0	17,394
Rate of traffic related serious injuries on all public roads per 100 million VMT	6.740	5.37	6.550	6.286
Total number of non-motorized fatalities and serious injuries on all public roads	2,150.6	2,104	2,237.6	2,285
<p>Note: Annual statewide targets are expressed as a five-year rolling average Reported performance is referenced from data provided by the Fatality Analysis Reporting System (FARS) and Crash Record Information System (CRIS)</p>				

These targets were developed using a data-driven, collaborative process during the annual update of TxDOT's Strategic Highway Safety Plan (SHSP) and reflect a 2% reduction from the original trendline projection of the five-year rolling average. The ultimate goal is to reach zero crashes and fatalities. The established targets represent an incremental improvement toward achieving this goal and aligns with TxDOT's #EndTheStreak campaign and Vision Zero initiative.

On January 23, 2020, the Transportation Policy Committee adopted the 2020 statewide safety targets established by TxDOT. TAMPO commits to supporting, planning and programming projects that contribute to the goals and accomplishments of said targets, and the MPO staff will continue to monitor the established targets and report performance to the Transportation Policy Committee when data is available.

Safety is one of the ranking criteria used to score projects listed in 2045 Metropolitan Transportation Plan (MTP) which is used to prioritize which projects federal transportation dollars will be put toward. The projects listed in this TIP align with the priorities listed in the MTP and support achieving the targets established for safety such as roadway improvements within Tyler State Park, overpass construction to reduce conflict points at intersections, and thoroughfare widening projects that reduce roadway curvature and provide medians, turn lanes and/or dedicate bicycle and pedestrian infrastructure.

Transit State of Good Repair

Tyler Transit has established and adopted targets for three transit asset management performance measures.

1. Rolling Stock and Equipment State of Good Repair: rehab or replace equipment based on the Tyler Transit's approved capital plan to maintain an overall state of good repair rating of 65% or better by fiscal year 2021;
2. Facilities State of Good Repair: maintained as adequately as possible and if there are any major repairs required, Tyler Transit will seek new plans to move forward with planning an assessment of repairs and transition to a temporary location owned by the city if possible.

On January 23, 2020, the Transportation Policy Committee adopted Tyler Transit's performance measurement targets. TAMPO commits to supporting, planning and programming projects that contribute to the accomplishments of said targets.

The projects listed in this TIP support achieving the targets established for transit state of good repair such as capital and preventative maintenance expenses for buses, paratransit vehicles, equipment and facility expenses.

Bridge and Pavement Conditions

TxDOT has established and adopted statewide targets for six bridge and pavement performance measures. Pavement and bridge inspections are performed every two years, and this schedule is reflected in adopting targets and reporting performance.

Performance Measure	2020 Statewide Target	2020 Statewide Performance	2022 Statewide Target
Percent of National Highway System bridges in good condition	50.58% or higher	50.75%	50.42% or higher
Percent of National Highway System bridges in poor condition	0.80% or lower	1.31%	0.80% or lower
Percent of interstate pavement on the National Highway System in good condition	-	N/A	66.4% or higher
Percent of interstate pavement on the National Highway System in poor condition	-	N/A	0.3% or lower
Percent of non-interstate pavement on the National Highway System in good condition	52.0% or higher	N/A	52.3% or higher
Percent of non-interstate pavement on the National Highway System in poor condition	14.3% or lower	N/A	14.3% or lower
Note: <i>N/A indicates that performance data collection has not yet been completed</i>			

On November 18, 2018, the Transportation Policy Committee adopted the 2022 statewide bridge and pavement condition targets established by TxDOT. TAMPO commits to supporting, planning and programming projects that contribute to the goals and accomplishments of said targets, and the MPO staff will continue to monitor the established targets and report performance to the Transportation Policy Committee when data is available.

The projects listed in this TIP support achieving the targets established for bridge and pavement conditions. These projects are detailed in Appendix A: Highway Projects - Non-Mobility.

Roadway System Performance

TxDOT has established and adopted statewide targets for three roadway system performance measures. Travel time reliability data is collected every two years.

Performance Measure	2020 Statewide Target	2022 Statewide Target
Percent of interstate miles on the National Highway System that have a reliable travel time	61.2% or higher	56.6% or higher
Percent of non-interstate miles on the National Highway System that have a reliable travel time	-	55.4% or higher
Truck travel time reliability	1.70	1.79

On November 18, 2018, the Transportation Policy Committee adopted the 2022 roadway system performance targets established by TxDOT. TAMPO commits to supporting, planning and programming projects that contribute to the goals and accomplishments of said targets, and the MPO staff will continue to monitor the established targets and report performance to the Transportation Policy Committee when data is available.

The projects listed in this TIP support achieving the targets established for roadway system performance such as providing additional travel lanes to reduce peak hour congestion and overpass construction to reduce or eliminate wait times at major intersections. US 69 in South Tyler (South Broadway Avenue) has been on the list of 100 most congested thoroughfares in the State of Texas for multiple years. FM 2493 and FM 756 serve as relief routes to US 69, and their improvement has the potential to reduce congestion on South Broadway.

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 2045 MTP undertook 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.

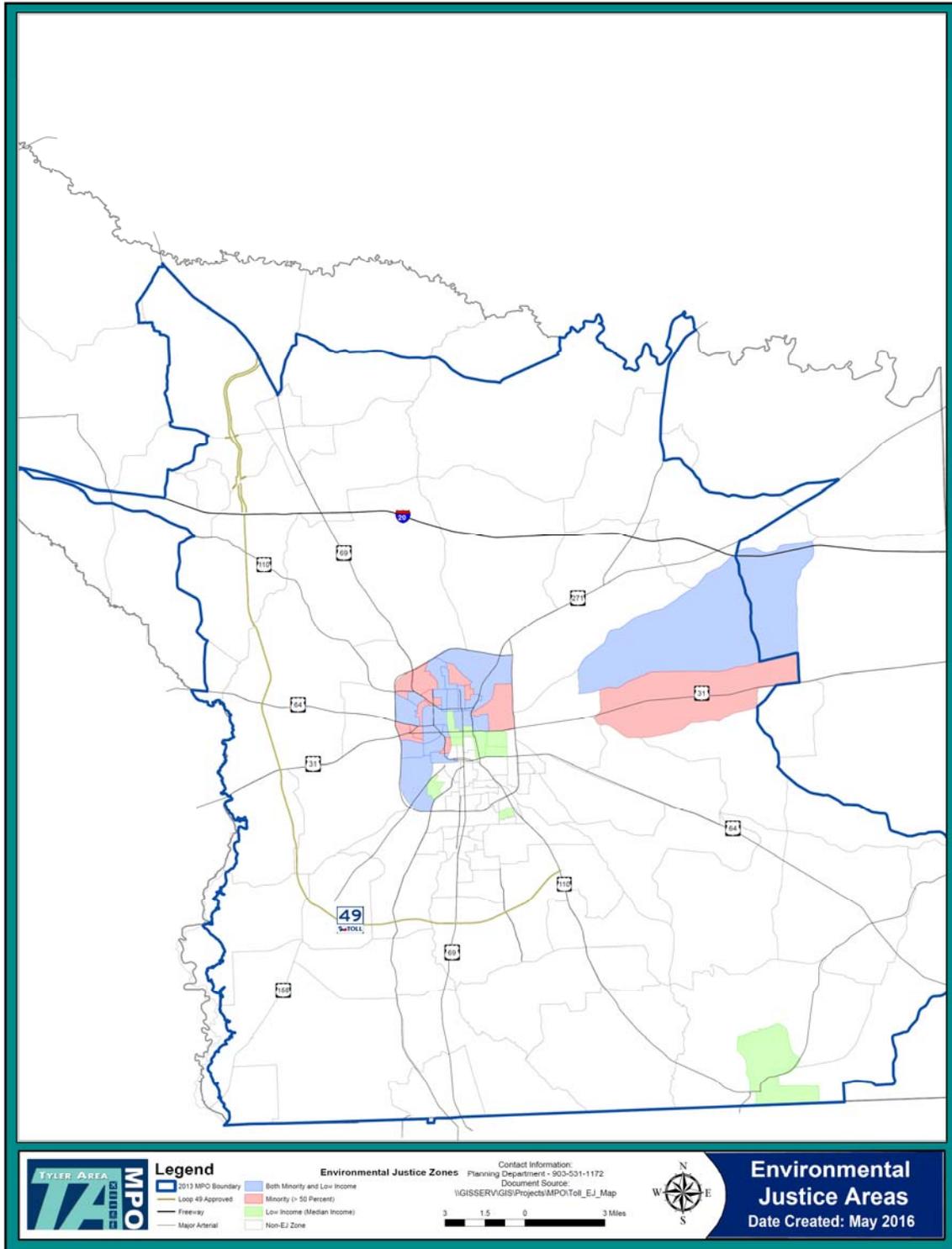
Low-Income Census Block Groups

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.

ENVIRONMENTAL JUSTICE AREAS FIGURE 1



PROGRESS FROM PREVIOUS YEARS

Regional highway and transit progress for projects listed in the Metropolitan Transportation Plan and Transportation Improvement Plan is reported annually through an annual listing of projects. The previous annual listings of obligated projects for the past four years are available to review on the MPO webpage.

In addition to the items listed in the MPO's transportation plans, TAMPO adopted a regional pedestrian and bicycle masterplan called Active Tyler in 2019. This plan is being used to guide the prioritization of alternative transportation infrastructure in a hub and spoke layout radiating from downtown Tyler. As the largest concentrations of EJ populations surround downtown, the implementation of Active Tyler is a major step to accommodating EJ needs.

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 (NAAQS) 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

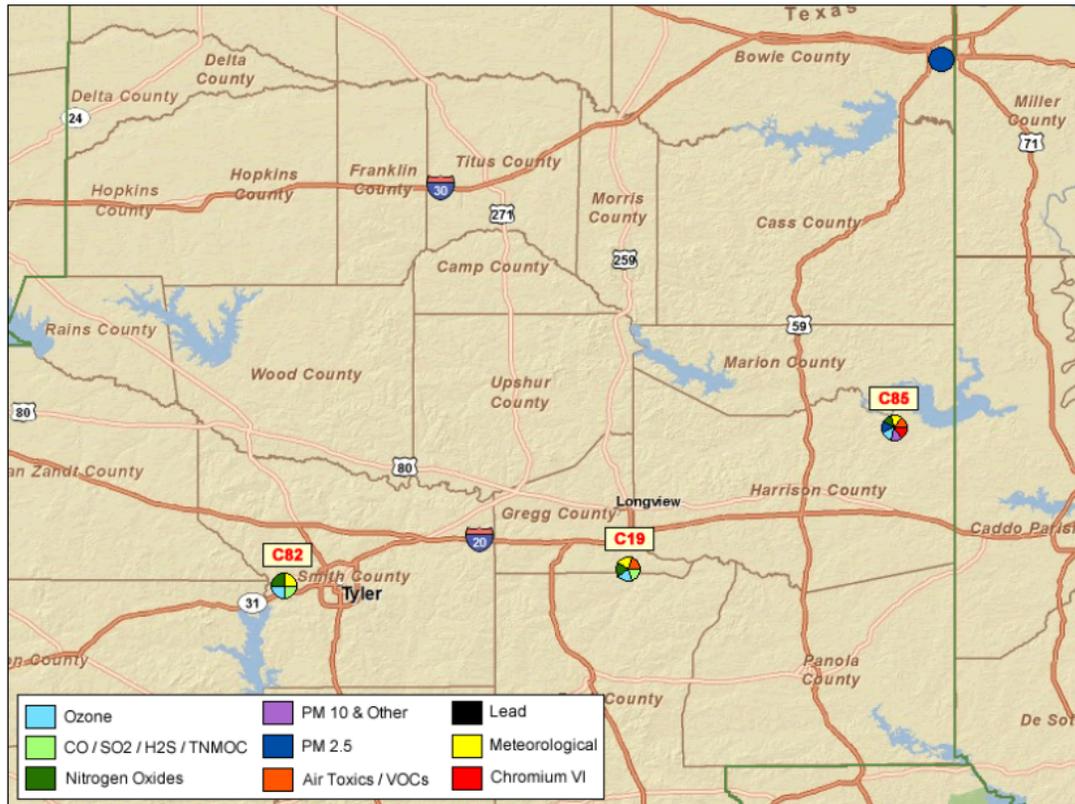
Ambient Air Quality Standards for ozone. Northeast Texas was recommended for attainment by the Governor Rick Perry on October 31, 2011 and declared in attainment by the Environmental Protection Agency on April 30, 2012.

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).

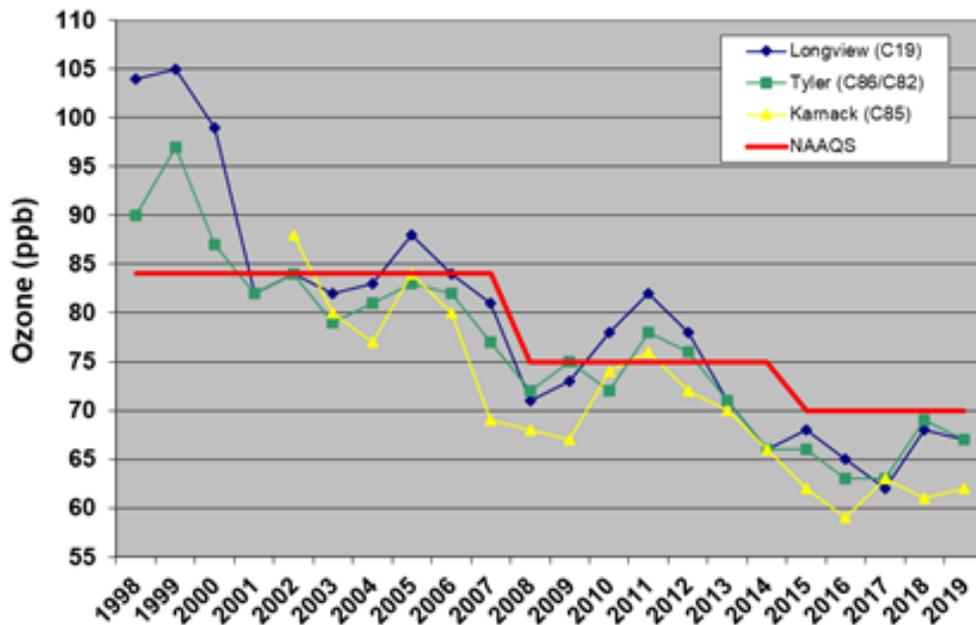
CONTINUOUS AIR MONITORING STATIONS FIGURE 2

Northeast Texas CAMS Monitors



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 2011, ozone levels have shown an overall decrease at all three Northeast Texas monitors. Ozone levels in Longview and Tyler spiked in 2018 yielding the highest concentrations in five years. In 2019, the ozone levels decreased to 62 ppb in Karnack and decreased to 67 ppb in Longview and Tyler.

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



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 five-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.

The latest ozone readings indicate a likelihood that Northeast Texas will continue to be designated an attainment area. Staff will continue to monitor the air quality readings and participate on the NETAC to provide input and disseminate information to the region.

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.
- 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 “grouped” projects are included in Appendix A.

GLOSSARY

Federal Funding Categories:

The categories for funding state and federal transportation improvements are as follows:

<u>Category</u>	<u>Description</u>
1	Preventive Maintenance and Rehabilitation
2U	Urban Area (Non- TMA) Corridor Projects
3	Non-Traditional Funding
4	Statewide Connectivity Corridor Projects
5	Congestion Mitigation and Air Quality (CMAQ)
6	Structures Rehabilitation (Bridges)
7	Metropolitan Mobility
8	Safety
9	Transportation Enhancements
10	Supplemental Transportation Projects
11	District Discretionary
12	Strategic Priority

Control Section Job (CSJ):

Project identification code assigned by the Texas Department of Transportation used to tie projects to the Unified Transportation Plan.

MPO Project ID:

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

Year Of Expenditure (YOE) Cost:

Anticipated project cost taking into account forecasted inflation.

**HIGHWAY PROJECTS:
MOBILITY**

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2021-2024
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TYLER	SMITH	0522-04-032	FM 16	C, E, R	LINDALE	TxDOT - TYLER	\$ 24,740,000	
LIMITS FROM:	4 MI W OF FM 849 (CR481-E), E							
LIMITS TO:	US 69 IN LINDALE							
PROJECT	WIDEN 2 LNS TO 4 LNS W/FLUSH MEDIAN,US69 TO TOLL 49 EXTNSN THEN CONSTRUCT					REVISION DATE:	07/2018	
DESC:	CENTER TURN LANE FOR REST OF THE 2 LN SECTN					MPO PROJ NUM:	HWY #2	
REMARKS						FUNDING CAT(S):	2U, 1	
P7:						PROJECT HISTORY:		
ROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIMINARY ENG:	\$ 1,349,776	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 6,234,394		2U	\$ 19,784,000	\$ 4,946,000	\$ -	\$ -	\$ 24,730,000
CONSTRUCTION COST:	\$ 24,740,000		1	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ 10,000
CONSTRUCTION ENG:	\$ 1,366,304		TOTAL	\$ 19,792,000	\$ 4,948,000	\$ -	\$ -	\$ 24,740,000
CONTINGENCY:	\$ 548,174							
INDIRECT COSTS:	\$ -							
BOND FINANCING:	\$ -							
CHANGE ORDER:	\$ 1,030,237							
TOTAL PRJ COST:	\$ 35,268,885							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TYLER	SMITH	0191-03-083	FM 2493	C, E	BULLARD	TxDOT - TYLER	\$ 32,650,000	
LIMITS FROM:	FM 346 IN FLINT							
LIMITS TO:	0.3 MI SOUTH OF FM 344 (CHEROKEE COUNTY LINE)							
PROJECT	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN					REVISION DATE:	01/2018	
DESC:						MPO PROJ NUM:	HWY #3	
REMARKS						FUNDING CAT(S):	2U, 1	
P7:						PROJECT HISTORY:	GROUPED FOR PE ONLY FOR THE MAY 2015 STIP REVISION GROUPED FOR PE ONLY IN 2017-2020 STIP	
ROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIMINARY ENG:	\$ 1,810,387	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 12,001,178		2U	\$ 26,112,000	\$ 6,528,000	\$ -	\$ -	\$ 32,640,000
CONSTRUCTION COST:	\$ 32,650,000		1	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ 10,000
CONSTRUCTION ENG:	\$ 1,832,555		TOTAL	\$ 26,120,000	\$ 6,530,000	\$ -	\$ -	\$ 32,650,000
CONTINGENCY:	\$ 735,239							
INDIRECT COSTS:	\$ -							
BOND FINANCING:	\$ -							
CHANGE ORDER:	\$ -							
TOTAL PRJ COST:	\$ 49,029,359							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TYLER	SMITH	0606-01-007	PR 16	C		TxDOT - TYLER	\$ 905,036	
LIMITS FROM:	PARK MAINT RD IN TYLER ST PARK, SW							
LIMITS TO:	CEDAR POINT CAMPING AREA EXIT							
PROJECT	CONSTRUCT ENTRANCE & PARKING THAT IS FURTHER BACK FROM FM 14 FOR NEW					REVISION DATE:	07/2018	
DESC:	HEADQUARTERS BUILDING					MPO PROJ NUM:	HWY #4	
REMARKS						FUNDING CAT(S):	10	
P7:						PROJECT HISTORY:	PREVIOUSLY LISTED UNDER CSJ 0910-16-120	
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIMINARY ENG:	\$ 49,708	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		10	\$ -	\$ 905,036	\$ -	\$ -	\$ 905,036
CONSTRUCTION COST:	\$ 905,036		TOTAL	\$ -	\$ 905,036	\$ -	\$ -	\$ 905,036
CONSTRUCTION ENG:	\$ 49,606							
CONTINGENCY:	\$ 11,463							
INDIRECT COSTS:	\$ -							
BOND FINANCING:	\$ -							
CHANGE ORDER:	\$ -							
TOTAL PRJ COST:	\$ 1,015,813							

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

*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2021-2024
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0492-04-034	FM 756	C, E, R		TxDOT - TYLER	\$ 23,730,000
LIMITS FROM:	JEFF DAVIS DR (CR 1167), S						
LIMITS TO:	FM 346						REVISION DATE: 07/2020
PROJECT	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN					MPO PROJ NUM:	HWY 5
DESC:							FUNDING CAT(S): 2U, 1

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	ROW PURCHASE:	CONSTRUCTION COST:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
\$ 1,162,280	\$ 3,500,000	\$ 23,730,000	2U	\$ 18,976,000	\$ 4,744,000	\$ -	\$ -	\$ 23,720,000
\$ 1,176,512	\$ 1,361,528	\$ 1,176,512	1	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ 10,000
\$ 472,028	\$ -	\$ 472,028	TOTAL	\$ 18,984,000	\$ 4,746,000	\$ -	\$ -	\$ 23,730,000
\$ 1,361,528	\$ -	\$ 1,361,528						
\$ -	\$ -	\$ -						
\$ 887,128	\$ -	\$ 887,128						
\$ 32,289,476	\$ -	\$ 32,289,476						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0492-04-041	FM 756	E		TxDOT - TYLER	\$ 20,000,000
LIMITS FROM:	AT FM 346						
LIMITS TO:							REVISION DATE: 07/2020
PROJECT	CONSTRUCT INTERCHANGE OVER-PASSING FM 346					MPO PROJ NUM:	HWY 10
DESC:							FUNDING CAT(S): 12

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	ROW PURCHASE:	CONSTRUCTION COST:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
\$ 980,000	\$ -	\$ 20,000,000	12	\$ 16,000,000	\$ 4,000,000	\$ -	\$ -	\$ 20,000,000
\$ 994,000	\$ -	\$ 994,000	TOTAL	\$ 16,000,000	\$ 4,000,000	\$ -	\$ -	\$ 20,000,000
\$ 500,000	\$ -	\$ 500,000						
\$ -	\$ -	\$ -						
\$ 664,000	\$ -	\$ 664,000						
\$ 23,138,000	\$ -	\$ 23,138,000						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0495-04-069	IH 20	C, E, R	LINDALE	TxDOT - TYLER	\$ 3,000,000
LIMITS FROM:	1 MI E OF TOLL 49 (HARVEY RD), E						
LIMITS TO:	US 69 IN LINDALE						REVISION DATE: 11/2018
PROJECT	REVERSE RAMPS & CONVERT TWO-WAY ACCESS ROADS TO ONE-WAY FRONTAGE ROADS					MPO PROJ NUM:	HWY #1
DESC:							FUNDING CAT(S): 2U, 1

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	ROW PURCHASE:	CONSTRUCTION COST:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
\$ 852,600	\$ 166,000	\$ 18,000,000	2U	\$ 12,000,000	\$ 3,000,000	\$ -	\$ -	\$ 15,000,000
\$ 850,860	\$ -	\$ 850,860	1	\$ 2,400,000	\$ 600,000	\$ -	\$ -	\$ 3,000,000
\$ 196,620	\$ -	\$ 196,620	TOTAL	\$ 14,400,000	\$ 3,600,000	\$ -	\$ -	\$ 18,000,000
\$ -	\$ -	\$ -						
\$ 723,840	\$ -	\$ 723,840						
\$ 20,789,920	\$ -	\$ 20,789,920						

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2021-2024
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2022

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	SMITH	0910-16-153	Various	C	LINDALE	CITY OF LINDALE	\$ 924,301		
LIMITS FROM:	FM 849								
LIMITS TO:	EJ MOSS INTERMEDIATE SCHOOL					REVISION DATE:	07/2020		
PROJECT	ADD 1.25 MILES OF SIDEWALK ALONG FM 849 FROM PERRYMAN RD TO WOOD SPRINGS RD					MPO PROJ NUM:	BIKE #2		
DESC:	TO EAGLE SPIRIT DR TO EJ MOSS					FUNDING CAT(S):	9		
REMARKS	LINDALE SRTS 2019					PROJECT HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIMINARY ENG:	\$ 111,419	COST OF APPROVED PHASES:		CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -			9	\$ 739,440	\$ -	\$ -	\$ 184,861	\$ 924,301
CONSTRUCTION COST:	\$ 924,301	\$ 1,139,786		TOTAL	\$ 739,440	\$ -	\$ -	\$ 184,861	\$ 924,301
CONSTRUCTION ENG:	\$ 44,679								
CONTINGENCY:	\$ 15,822								
INDIRECT COSTS:	\$ -								
BOND FINANCING:	\$ -								
CHANGE ORDER:	\$ 43,565								
TOTAL PRJ COST:	\$ 1,139,786								

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

*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2021-2024
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2023

No Projects Listed For This Year

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2021-2024
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2024

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TYLER	SMITH	0191-03-084	FM 2493	C, E, R	TYLER	TxDOT - TYLER	\$ 52,310,000	
LIMITS FROM:		SL 323 IN TYLER, S						
LIMITS TO:		FM 2813					REVISION DATE:	02/2019
PROJECT		WIDEN FROM 4 LANES TO 6 LANES WITH FLUSH MEDIAN				MPO PROJ NUM:	HWY #6	
DESC:							FUNDING CAT(S):	12, 2U, 1
REMARKS		PROJECT HISTORY:						
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 2,562,700	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		12	\$ 20,920,000	\$ 5,230,000	\$ -	\$ -	\$ 26,150,000
CONSTRUCTION COST:	\$ 52,310,000		2U	\$ 20,920,000	\$ 5,230,000	\$ -	\$ -	\$ 26,150,000
CONSTRUCTION ENG:	\$ 2,594,080		1	\$ 8,000	\$ 2,000	\$ -	\$ -	\$ 10,000
CONTINGENCY:	\$ 1,040,770		TOTAL	\$ 41,848,000	\$ 10,462,000	\$ -	\$ -	\$ 52,310,000
INDIRECT COSTS:	\$ -							
BOND FINANCING:	\$ -							
CHANGE ORDER:	\$ 1,956,020							
TOTAL PRJ COST:	\$ 60,463,570							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TYLER	SMITH	2075-02-066	SL 323	E	TYLER	TxDOT - TYLER	\$ 30,000,000	
LIMITS FROM:		0.2 MI E OF FM 2493, W						
LIMITS TO:		0.2 MI W OF FM 2493 IN TYLER					REVISION DATE:	07/2020
PROJECT		CONSTRUCT NEW INTERCHANGE				MPO PROJ NUM:	HWY #8	
DESC:							FUNDING CAT(S):	4
REMARKS		PROJECT HISTORY:						
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 1,470,000	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		4	\$ 24,000,000	\$ 6,000,000	\$ -	\$ -	\$ 30,000,000
CONSTRUCTION COST:	\$ 30,000,000		TOTAL	\$ 24,000,000	\$ 6,000,000	\$ -	\$ -	\$ 30,000,000
CONSTRUCTION ENG:	\$ 1,491,000							
CONTINGENCY:	\$ 750,000							
INDIRECT COSTS:	\$ -							
BOND FINANCING:	\$ -							
CHANGE ORDER:	\$ 996,000							
TOTAL PRJ COST:	\$ 34,707,000							

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

*FUNDING NOT FIXED

TRANSIT PROJECTS

**FY 2021 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	\$120,922
		State Funds from TxDOT	
		Other Funds	\$30,231
Apportionment Year	2021	Fiscal Year Cost	\$151,153
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$151,153
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$929,377
		State Funds from TxDOT	
		Other Funds	\$147,346
Apportionment Year	2021	Fiscal Year Cost	\$1,076,723
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$1,161,723
		Trans. Dev. Credits Requested	\$85,000
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$683,274
		State Funds from TxDOT	
		Other Funds	\$683,274
Apportionment Year	2021	Fiscal Year Cost	\$1,366,548
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,366,548
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$181,857
		State Funds from TxDOT	
		Other Funds	\$45,465
Apportionment Year	2021	Fiscal Year Cost	\$227,322
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$227,322
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number		(Date & Amount)	
Amendment Date & Action			

**FY 2021 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	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	
		State Funds from TxDOT	\$124,800
		Other Funds	
Apportionment Year	2021	Fiscal Year Cost	\$124,800
Project Phase			
Brief Project Description	Capital expense related to rural shuttle, bus maintenance/bus purchases	Total Project Cost	\$156,000
		Trans. Dev. Credits Requested	\$31,200
Sec 5310 ID Number		Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

<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	\$179,925
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2021	Fiscal Year Cost	\$179,925
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment and dispatching software	Total Project Cost	\$239,899
		Trans. Dev. Credits Requested	\$59,974
Sec 5339 ID Number		Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

**FY 2022 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	\$124,550
		State Funds from TxDOT	
		Other Funds	\$31,138
Apportionment Year	2022	Fiscal Year Cost	\$155,688
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$155,688
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$957,258
		State Funds from TxDOT	
		Other Funds	\$151,766
Apportionment Year	2022	Fiscal Year Cost	\$1,109,024
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$1,196,574
		Trans. Dev. Credits Requested	\$87,550
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$703,772
		State Funds from TxDOT	
		Other Funds	\$703,772
Apportionment Year	2022	Fiscal Year Cost	\$1,407,544
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,407,544
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$187,313
		State Funds from TxDOT	
		Other Funds	\$46,829
Apportionment Year	2022	Fiscal Year Cost	\$234,142
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$234,142
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number		(Date & Amount)	
Amendment Date & Action			

**FY 2022 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	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	
		State Funds from TxDOT	\$124,800
		Other Funds	
Apportionment Year	2022	Fiscal Year Cost	\$124,800
Project Phase			
Brief Project Description	Capital expense related to rural shuttle, bus maintenance/bus purchases	Total Project Cost	\$156,000
		Trans. Dev. Credits Requested	\$31,200
Sec 5310 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action			

<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	\$174,400
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2022	Fiscal Year Cost	\$174,400
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment	Total Project Cost	\$218,000
		Trans. Dev. Credits Requested	\$43,600
Sec 5339 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	
Amendment Date & Action			

**FY 2023 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	\$128,287
		State Funds from TxDOT	
		Other Funds	\$32,072
Apportionment Year	2023	Fiscal Year Cost	\$160,359
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$160,359
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$957,258
		State Funds from TxDOT	
		Other Funds	\$151,766
Apportionment Year	2023	Fiscal Year Cost	\$1,109,024
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$1,196,574
		Trans. Dev. Credits Requested	\$87,550
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$724,885
		State Funds from TxDOT	
		Other Funds	\$724,885
Apportionment Year	2023	Fiscal Year Cost	\$1,449,770
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,449,770
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$192,932
		State Funds from TxDOT	
		Other Funds	\$49,681
Apportionment Year	2023	Fiscal Year Cost	\$242,613
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$242,613
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number		(Date & Amount)	
Amendment Date & Action			

**FY 2023 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	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	
		State Funds from TxDOT	\$128,544
		Other Funds	
Apportionment Year	2023	Fiscal Year Cost	\$128,544
Project Phase			
Brief Project Description	Capital expense related to rural shuttle, bus maintenance/bus purchases	Total Project Cost	\$160,680
		Trans. Dev. Credits Requested	\$32,136
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5310 ID Number			
Amendment Date & Action			

<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	\$179,632
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2023	Fiscal Year Cost	\$179,632
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment	Total Project Cost	\$224,540
		Trans. Dev. Credits Requested	\$44,908
		Trans. Dev. Credits Awarded (Date & Amount)	
Sec 5339 ID Number			
Amendment Date & Action			

**FY 2024 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	\$128,287
		State Funds from TxDOT	
		Other Funds	\$33,034
Apportionment Year	2024	Fiscal Year Cost	\$132,136
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$132,136
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$985,976
		State Funds from TxDOT	
		Other Funds	\$156,319
Apportionment Year	2024	Fiscal Year Cost	\$1,142,295
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$1,232,472
		Trans. Dev. Credits Requested	\$90,177
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$746,632
		State Funds from TxDOT	
		Other Funds	\$746,632
Apportionment Year	2024	Fiscal Year Cost	\$1,493,264
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,493,264
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number	NA	(Date & Amount)	
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	\$198,720
		State Funds from TxDOT	
		Other Funds	\$51,171
Apportionment Year	2024	Fiscal Year Cost	\$249,891
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$249,891
		Trans. Dev. Credits Requested	
		Trans. Dev. Credits Awarded	
Sec 5307 ID Number		(Date & Amount)	
Amendment Date & Action			

**FY 2024 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	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	
		State Funds from TxDOT	\$132,400
		Other Funds	
Apportionment Year	2024	Fiscal Year Cost	\$132,400
Project Phase			
Brief Project Description	Capital expense related to rural shuttle, bus maintenance/bus purchases	Total Project Cost	\$165,500
		Trans. Dev. Credits Requested	\$33,100
Sec 5310 ID Number		Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

<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	\$185,021
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2024	Fiscal Year Cost	\$185,021
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment	Total Project Cost	\$231,276
		Trans. Dev. Credits Requested	\$46,255
Sec 5339 ID Number		Trans. Dev. Credits Awarded	
Amendment Date & Action		(Date & Amount)	

FINANCIAL SUMMARY



Tyler Area Metropolitan Planning Organization
FY 2021 - 2024 Transportation Improvement Program

Funding by Category

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	\$20,000	\$20,000	\$3,010,000	\$3,010,000	\$0	\$0	\$10,000	\$10,000	\$3,040,000	\$3,040,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$57,370,000	\$57,370,000	\$38,720,000	\$38,720,000	\$0	\$0	\$26,150,000	\$26,150,000	\$122,240,000	\$122,240,000
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TA Set Aside	\$0	\$0	\$924,301	\$924,301	\$0	\$0	\$0	\$0	\$924,301	\$924,301
10	Supplemental Transportation	\$905,036	\$905,036	\$0	\$0	\$0	\$0	\$0	\$0	\$905,036	\$905,036
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$20,000,000	\$20,000,000	\$0	\$0	\$26,150,000	\$26,150,000	\$46,150,000	\$46,150,000
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$58,295,036	\$58,295,036	\$62,654,301	\$62,654,301	\$0	\$0	\$82,310,000	\$82,310,000	\$203,259,337	\$203,259,337

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total
Federal	\$45,912,000	\$50,123,440	\$0	\$65,848,000	\$161,883,440
State	\$12,383,036	\$12,346,000	\$0	\$16,462,000	\$41,191,036
Local Match	\$0	\$184,861	\$0	\$0	\$184,861
CAT 3 - Local Contributions	\$0	\$0	\$0	\$0	\$0
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 - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$58,295,036	\$62,654,301	\$0	\$82,310,000	\$203,259,337



Tyler Area Metropolitan Planning Organization
 FY 2021 - 2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2021			FY 2022		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$1,822,028	\$949,388	\$2,771,416	\$2,186,433	\$1,139,265	\$3,325,698
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$460,800		\$460,800	\$552,960		\$552,960
6	Sec. 5310-Seniors&People w/Disabilities >200k		\$252,000	\$252,000		\$302,400	\$302,400
7	Sec. 5316 - JARC >200K			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0
9	Other FTA			\$0			\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0			\$0
Total Funds		\$2,282,828	\$1,201,388	\$3,484,216	\$2,739,393	\$1,441,665	\$4,181,058
Transportation Development Credits Requested				\$115,200			\$138,240
Awarded				\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2023			FY 2024			Total		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$1,265,298	\$701,298	\$1,966,596	\$1,518,357	\$791,157	\$2,309,514	\$6,792,116	\$3,581,108	\$10,373,224
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$320,000		\$320,000	\$384,000		\$384,000	\$1,717,760	\$0	\$1,717,760
6	Sec. 5310-Seniors&People w/Disabilities >200k		\$175,000	\$175,000		\$210,000	\$210,000	\$0	\$939,400	\$939,400
7	Sec. 5316 - JARC >200K			\$0			\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0	\$0	\$0	\$0
9	Other FTA			\$0			\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0			\$0	\$0	\$0	\$0
Total Funds		\$1,585,298	\$876,298	\$2,461,596	\$1,902,357	\$1,001,157	\$2,903,514	\$8,509,876	\$4,520,508	\$13,030,384
Transportation Development Credits Requested				\$80,000			\$138,240			\$471,680
Awarded				\$0			\$0			\$0

MPO Self-Certification

In accordance with 23 Code of Federal Regulations (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 metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

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

Tyler District
Texas Department of Transportation

Tyler Area
Metropolitan Planning Organization

District Engineer

Chairperson

Date

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 PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised April 16, 2018

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 alternative so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	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 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 management projects, except those that result in added capacity.

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised April 16, 2018

Proposed CSJ	Grouped Project Category	Definition
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construct and improvement 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 weight 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 for the fleet [See Note 3].

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require 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.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2021-2024
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2021

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0165-02-065	US 271	-	TXDOT-TYLER	\$9,410,000
LIMITS FROM: FM 16, SW					REVISION DATE: 07/2018	
LIMITS TO: IH 20						
PROJECT REHABILITATE ROADWAY					MPO PROJECT NUM:	
DESCR:					FUNDING CAT(S): 1	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0165-02-066	US 271	-	TXDOT-TYLER	\$2,044,713
LIMITS FROM: GREGG COUNTY LINE					REVISION DATE: 07/2018	
LIMITS TO: FM 757						
PROJECT IMPROVE GUARD RAIL & DRAINAGE CULVERTS FOR SAFETY					MPO PROJECT NUM:	
DESCR:					FUNDING CAT(S): 8	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0190-06-012	US 69	TYLER	TXDOT-TYLER	\$1,200,000
LIMITS FROM: SS 147 IN TYLER, S					REVISION DATE: 02/2019	
LIMITS TO: SH 64 (ERWIN ST.)						
PROJECT REPAIR AND RESURFACE ROADWAY					MPO PROJECT NUM:	
DESCR:					FUNDING CAT(S): 1	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0245-06-082	US 69	TYLER	TXDOT-TYLER	\$300,000
LIMITS FROM: SH 64 (ERWIN ST) IN TYLER, S					REVISION DATE: 07/2018	
LIMITS TO: SH 31 (FRONT ST)						
PROJECT REPAIR AND RESURFACE ROADWAY					MPO PROJECT NUM:	
DESCR:					FUNDING CAT(S): 1	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0495-05-055	IH 20	-	TXDOT-TYLER	\$2,276,150
LIMITS FROM: CR431/JIM HOGG, 1 MI E OF US69, E					REVISION DATE: 07/2018	
LIMITS TO: FM 3311						
PROJECT IMPROVE GUARD RAIL TO STANDARDS					MPO PROJECT NUM:	
DESCR:					FUNDING CAT(S): 8	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0520-06-043	SH 155	-	TXDOT-TYLER	\$7,000,000
LIMITS FROM: SL 323 IN TYLER, SW					REVISION DATE: 07/2018	
LIMITS TO: .5 MI N OF TOLL49/ENDC&G IN NOONDAY						
PROJECT REPAIR AND RESURFACE ROADWAY					MPO PROJECT NUM:	
DESCR:					FUNDING CAT(S): 1	

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0520-06-045	SH 155	-	TXDOT-TYLER	\$11,000,000
LIMITS FROM: .5 mi N OF TOLL49/END C&G IN NOONDAY					REVISION DATE: 08/2019	
LIMITS TO: 1 MI S OF FM 3506, S END OF BRG, S						
PROJECT REPAIR AND RESURFACE ROADWAY					MPO PROJECT NUM:	
DESCR:					FUNDING CAT(S): 1, 10	

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2021-2024
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2022

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0495-04-076	IH 20	-	TXDOT-TYLER	\$4,000,000
LIMITS FROM: VAN ZANDT COUNTY LINE, E						
LIMITS TO: SH 110						
PROJECT DESCR: PLANE AND RESURFACE ROADWAY, WEST BOUND LANES ONLY						
						REVISION DATE: 08/2019
						MPO PROJECT NUM:
						FUNDING CAT(S): 1, 10

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2021-2024
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2023

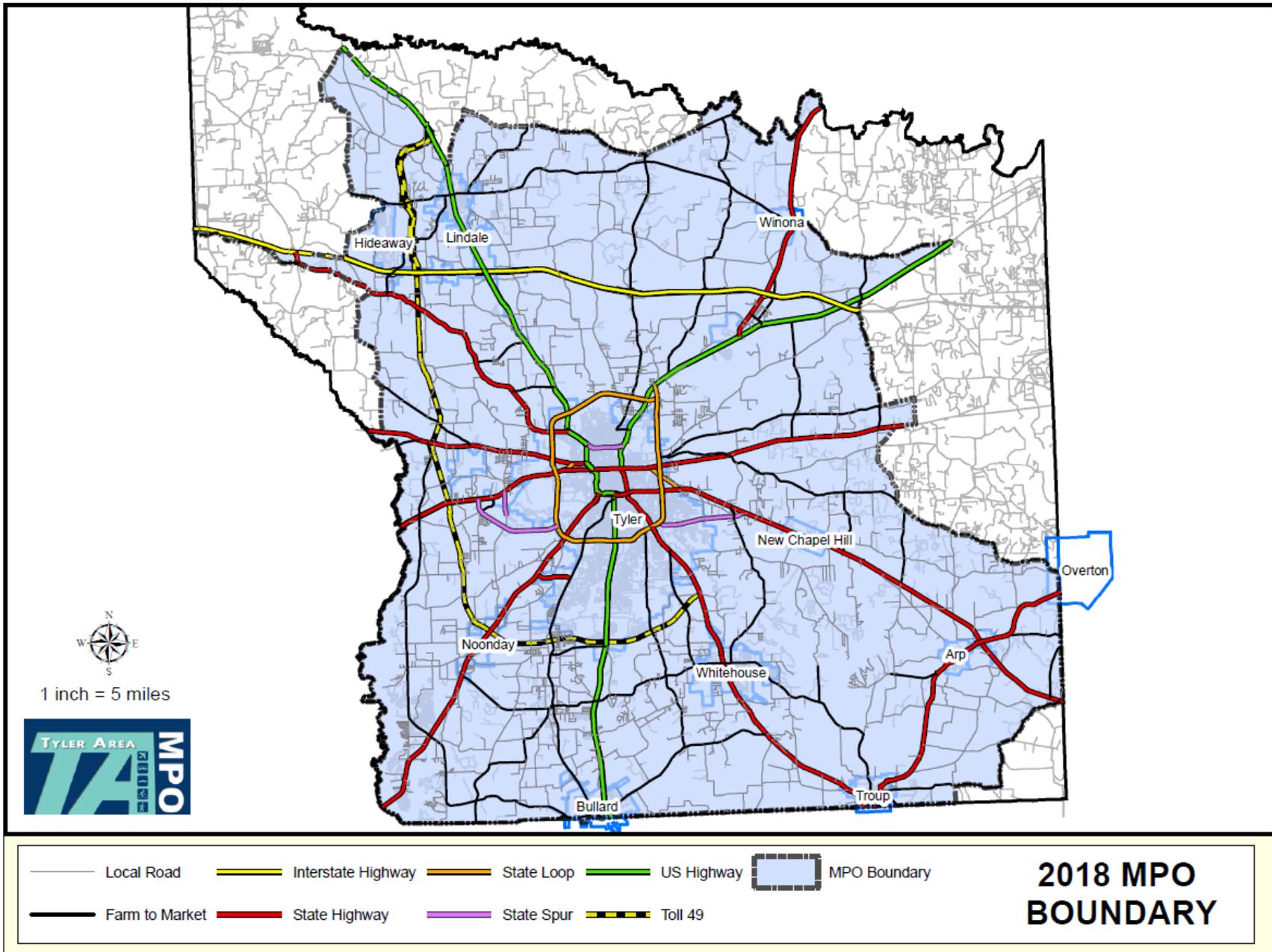
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	0495-04-077	IH 20	-	TXDOT-TYLER	\$4,000,000
LIMITS FROM: VAN ZANDT COUNTY LINE, E						REVISION DATE: 08/2019
LIMITS TO: SH 110						
PROJECT DESCR: PLANE AND RESURFACE ROADWAY, EAST BOUND LANES ONLY						MPO PROJECT NUM:
						FUNDING CAT(S): 1, 10

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	SMITH	2075-01-058	SL 323	TYLER	TXDOT-TYLER	\$4,000,000
LIMITS FROM: .3 MI N OF SH31, ELM ST IN WEST TYLER, N						REVISION DATE: 08/2019
LIMITS TO: .5 M W OF US 69 N						
PROJECT DESCR: PLANE, REPAIR & RESURFACE ROADWAY WITH PFC						MPO PROJECT NUM:
						FUNDING CAT(S): 1, 10

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2021-2024
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2024

No Projects Listed For This Year

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.