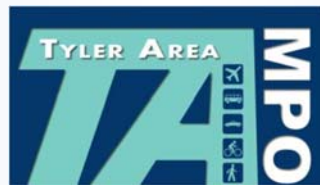




FY 2017-2020

TRANSPORTATION IMPROVEMENT PROGRAM



TYLER AREA METROPOLITAN PLANNING ORGANIZATION

Prepared by: Tyler Area Metropolitan Planning Organization

In Cooperation with: Texas Department of Transportation, Federal Highway Administration, and
Federal Transit Administration

Adopted: June 23, 2016

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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 2017-2020.

The projects included in this TIP originated from the Metropolitan Transportation Plan (MTP) 2040 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 2017 through September 2020.

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 2017-2020 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. The draft TIP, final version, past TIPs, and other TAMPO documents also may be accessed on that website.

Satisfying the Requirement for Public Participation in Development of the POP using the Transportation Improvement Program Process. Federal transit law and joint FHWA/FTA planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range (twenty-year) transportation plan and its (four-year) metropolitan TIP. Accordingly, FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the POP that recipients of Section 5307 funds must meet. See 23 CFR part 450 and 49 CFR part 613 (specifically Subpart B, "Statewide Transportation Planning," and Subpart C, "Metropolitan Transportation Planning and Programming").

A recipient that chooses to integrate the two should coordinate with the MPO and make sure the public knows that the recipient is using the public participation process associated with TIP development to satisfy the public hearing requirements of Section 5307(b). The recipient must ensure the TIP document explicitly states that public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program. Furthermore, if recipients intend to follow such an ongoing practice, FTA encourages them to include such a reference in the metropolitan planning agreement required between public transportation operators, MPOs, and states, as called for in 23 CFR 450.314.

Regulations at 23 CFR 450.316 provide a detailed description of the public participation plan.

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 2040 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 FY17 – FY20 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 States Department of Transportation issued an order that summarized and expanded on environmental justice requirements. The United States 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 States 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 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.

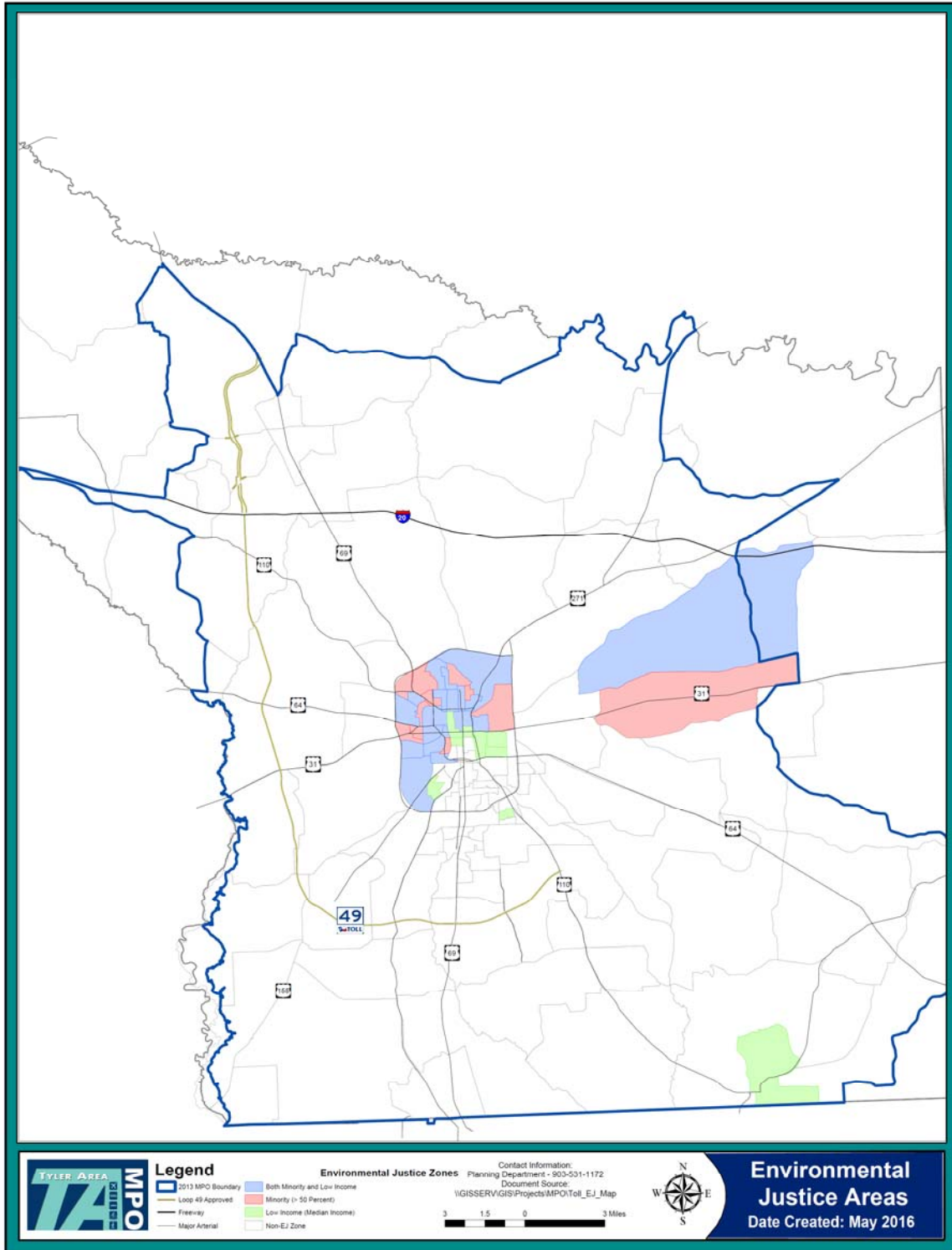
Low-Income Census Block Groups

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 \$34,700 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

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 2015 through 2018. The Highway and Transit Projects that were let in FY 2015 are detailed in Table 1 in the Fiscal Year 2015 Annual Project Listing. All projects let in the 2016 and 2017 Fiscal Years will be published as the 2016 Annual Project Listing in December 2016 and the 2017 Annual Project Listing in December 2017 respectively.

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
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
0191-01-063	SM-27	US 69	At FM346		Construct grade seperated interchange	2009	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	<input type="checkbox"/>	<input checked="" 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	<input type="checkbox"/>	<input checked="" 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	<input type="checkbox"/>	<input checked="" 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
0591-01-007		FM 13	SH 135 IN TROUP, S	CHEROKEE C/L	Seal coat & pavement markings	2014	11/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
0679-01-011		FM 757	2.2 MI S OF IH 20 (END NEW PRJCT), S	SH 31	Seal coat & pavement markings	2014	11/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
0889-05-007		FM 756	FM 346, S	N OF FM 344 AT WALNUT GROVE	Install profile marking centerline rumble strips	2014	11/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
0889-05-008		FM 756	FM 346, S	FM 344	Seal coat & pavement markings	2014	11/2014	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
0910-16-118		CR	CR 452 AT DUCK CRK	STR # AA01-19-002	Replace bridge and approaches	2015	03/2015	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1790-02-038		SL 323	0.6 MI E OF US 271 (AMER LEG RD), S	0.24 MI N OF FM2767 (COMMERCE) IN TYLER	Repair pavement & resurface roadway	2015	04/2015	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1791-01-009		FM 1804	WOOD C/L, S	US 69 N OF LINDALE	Provide	2015	06/2015	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1934-02-004		FM 2015	FM 16, S	1.4 MI N OF IH20 (SAND FLAT/CR313)	Provide additional paved surface width	2015	06/2015	<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 (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.

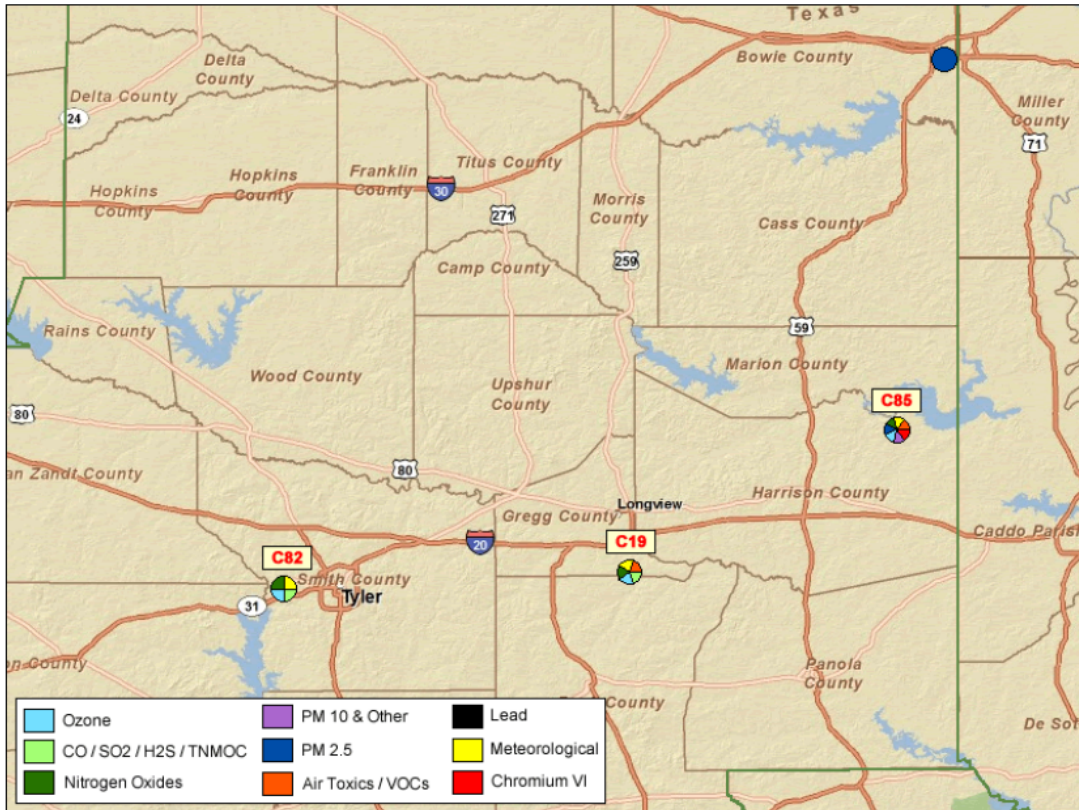
In exchange for early implementation action for the 8-hour ozone standard, Environmental Protection Agency deferred the effective dates of designation for those areas that would have been designated nonattainment for the 0.08 parts per million 8-hour ozone National Ambient Air Quality Standards. The 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).

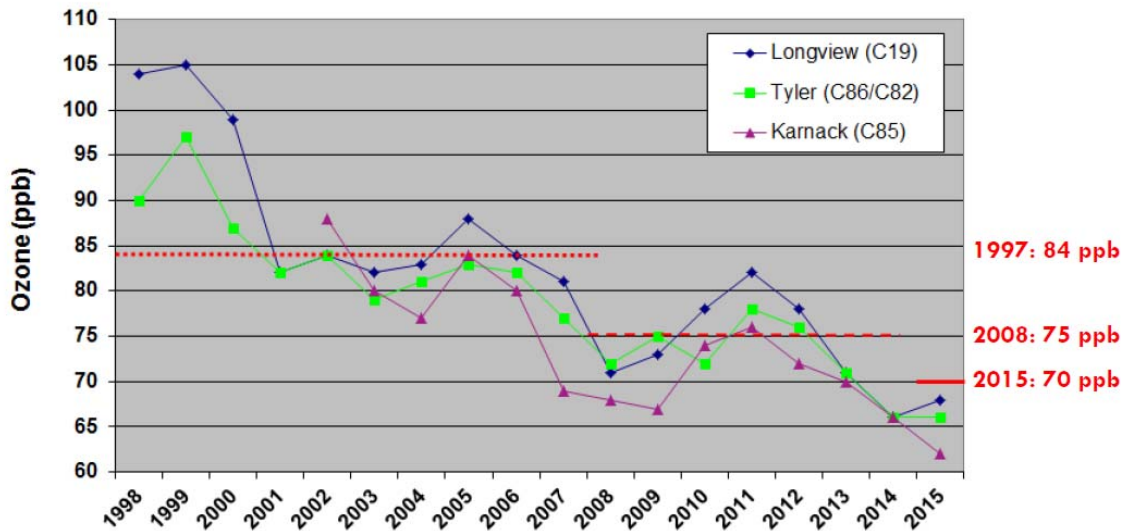
**CONTINUOUS AIR MONITORING STATIONS
FIGURE 2**

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 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. In 2015, the ozone levels decreased to 62 ppb in Karnack, 68 ppb in Longview with no change in Tyler at 66 ppb. The year 2015 had the lowest recorded design values for all monitors. EPA will use 2014-2016 data in attainment designations under the 2015 NAAQS.

**ANNUAL 4TH 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 latest ozone readings indicate a likelihood that Northeast Texas will continue to be designated an attainment area even after adoption of more stringent ozone standards. Staff will continue to monitor the air quality readings and participate on the NETAC to provide input and disseminate information to the region.

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 reduction 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 21st 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 2017-2020
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0910-16-121	PW	C,E	TYLER		\$ 1,684,649	
LIMITS FROM:	VARIOUS LOCATIONS					REVISION DATE:	07/2016	
LIMITS TO:	WITHIN TYLER STATE PARK					MPO PROJ NUM:		
PROJECT	OVERLAY PARK ROADS, PARKING LOTS & CAMPSITE					FUNDING CAT(S):	10	
DESC:	PULLOUTS					PROJECT		
REMARKS	TARGET EST = \$1.5 M					HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 74,180	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		10- SUPL TRANS	\$ -	\$ 1,684,649	\$ -	\$ -	\$ 1,684,649 *
CONST COST:	\$ 1,513,883		TOTAL	\$ -	\$ 1,684,649	\$ -	\$ -	\$ 1,684,649
CONST ENG:	\$ 96,586							
CONTING:	\$ 19,529		\$ 1,684,649					
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 1,704,178							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10-TYLER	SMITH	0910-16-135	CS	C,E	TYLER		\$ 4,338,500	
LIMITS FROM:	FM 2813, N ALONG W SIDE OF FM 2493					REVISION DATE:	05/2017	
LIMITS TO:	3 LKS PKWY, S TO CMBRLND ON E SIDE					MPO PROJ NUM:		
PROJECT	CONSTRUCT 10' WIDE MULTI-PURPOSE LEGACY TRAILS, PHASE 1					FUNDING CAT(S):	9TAP,3LC	
DESC:						PROJECT		
REMARKS	2015 STATE SELECTED TAP					HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 216,796	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		9TAP	\$ 3,058,642	\$ -	\$ 1,279,858	\$ -	\$ 4,338,500
CONST COST:	\$ 4,424,419		3 LC	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000
CONST ENG:	\$ 172,109		TOTAL	\$ 3,058,642	\$ -	\$ 1,279,858	\$ -	\$ 4,338,500
CONTING:	\$ 124,326		\$ 4,338,500					
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 4,937,650							

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

*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2017-2020
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2018

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10-TYLER	SMITH	0191-01-063	US 69	C,E,R	TYLER		\$ 15,792,606	
LIMITS FROM:		AT FM 346, E OF FLINT				REVISION DATE:	07/2016	
LIMITS TO:						MPO PROJ NUM:	SM-27	
PROJECT		CONSTRUCT GRADE-SEPARATED INTERCHANGE				FUNDING CAT(S):	2U,11,12	
DESC:						PROJECT	CONSTRUCT GRADE-SEPARATED INTERCHANGE	
REMARKS		TARGET EST = \$12.4 M				HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 610,135	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 2,146,750		2U-URBAN CRDR	\$ 4,000,000	\$ 1,000,000	\$ -	\$ -	\$ 5,000,000 *
CONST COST:	\$ 12,451,735		11-DIST DIS	\$ 4,634,085	\$ 1,158,521	\$ -	\$ -	\$ 5,792,606
CONST ENG:	\$ 583,986		12-STRAT PRIOR	\$ 4,000,000	\$ 1,000,000	\$ -	\$ -	\$ 5,000,000
CONTING:	\$ 372,307		TOTAL	\$ 12,634,085	\$ 3,158,521	\$ -	\$ -	\$ 15,792,606
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 16,164,913							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10-TYLER	SMITH	0191-03-081	FM 2493	C,E,R			\$ 15,829,278	
LIMITS FROM:		FM 2813 IN GRESHAM, S				REVISION DATE:	07/2016	
LIMITS TO:		FM 346 IN FLINT				MPO PROJ NUM:	LM-D6	
PROJECT		WIDEN FROM 2 LNS TO 4 LNS W/FLUSH MEDIAN (CONT LEFT TURN LN)				FUNDING CAT(S):	2U,11	
DESC:						PROJECT	WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN	
REMARKS		TARGET EST = \$11.5				HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 567,319	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 3,109,765		2U-URBAN CRDR	\$ 10,520,000	\$ 2,630,000	\$ -	\$ -	\$ 13,150,000 *
CONST COST:	\$ 11,577,929		11-DIST DISC	\$ 2,143,422	\$ 535,856	\$ -	\$ -	\$ 2,679,278
CONST ENG:	\$ 574,265		TOTAL	\$ 12,663,422	\$ 3,165,856	\$ -	\$ -	\$ 15,829,278
CONTING:	\$ 230,401							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 16,059,679							

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

*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2017-2020
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2019

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10-TYLER	SMITH	0910-16-120	PW	C,E			\$ 1,036,391	
LIMITS FROM:		WITHIN TYLER STATE PARK				REVISION DATE:	07/2016	
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:	\$ 45,635	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$ -		10- MISC	\$ -	\$ 1,036,391	\$ -	\$ -	\$ 1,036,391
CONST COST:	\$ 931,336		TOTAL	\$ -	\$ 1,036,391	\$ -	\$ -	\$ 1,036,391
CONST ENG:	\$ 59,419							
CONTING:	\$ 12,014			\$ 1,036,391				
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 1,048,404							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10-TYLER	SMITH	0910-16-144	CS	C,E	TYLER	CITY OF TYLER	\$ 1,175,658	
LIMITS FROM:		VARIOUS CITY STREETS				REVISION DATE:	02/2018	
LIMITS TO:		IN THE CITY OF TYLER				MPO PROJ NUM:		
PROJECT		STRIPE VARIOUS CITY STREETS FOR BICYCLE LANES				FUNDING CAT(S):	9	
DESC:					PROJECT TxDOT - 2017 TASA SELECTION 10/26/17 MO# 115076			
REMARKS					HISTORY:			
P7:								
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG:	\$ 46,004	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$ -		9- TAP	\$ 940,526	\$ -	\$ 235,132	\$ -	\$ 1,175,658
CONST COST:	\$ 1,114,319		TOTAL	\$ 940,526	\$ -	\$ 235,132	\$ -	\$ 1,175,658
CONST ENG:	\$ 15,335							
CONTING:	\$ -			\$ 1,175,658				
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 1,175,658							

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

*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2017-2020
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2020

No Projects Listed For This Year

TRANSIT PROJECTS

**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	\$100,000
		State Funds from TxDOT	\$0
		Other Funds	\$20,000
Apportionment Year	2017	Fiscal Year Cost	\$120,000
Project Phase			
Brief Project Description	Full Route Study	Total Project Cost	\$120,000
		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	\$440,000
		State Funds from TxDOT	\$0
		Other Funds	\$110,000
Apportionment Year	2017	Fiscal Year Cost	\$550,000
Project Phase			
Brief Project Description	Capital and preventative maintenance expenses such as buses, bus maintenance.	Total Project Cost	\$550,000
		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	\$1,600
Apportionment Year	2017	Fiscal Year Cost	\$9,600
Project Phase			
Brief Project Description	Security expenses such as cameras, personnel, alarm systems.	Total Project Cost	\$9,600
		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	\$1,271,986
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			

**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	\$100,000
		State Funds from TxDOT	\$0
		Other Funds	\$20,000
Apportionment Year	2017	Fiscal Year Cost	\$120,000
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$120,000
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded	\$0
Amendment Date & Action			

<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	\$100,000
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2017	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description	Capital expenses related to ADA Bus Maintenance/Bus Purchases/Shelters	Total Project Cost	\$100,000
		Trans. Dev. Credits Requested	\$20,000
Sec 5309 ID Number		Trans. Dev. Credits Awarded	\$0
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	\$100,000
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2017	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description	Acquire Additional ITS Systems	Total Project Cost	\$100,000
		Trans. Dev. Credits Requested	\$20,000
Sec 5309 ID Number		Trans. Dev. Credits Awarded	\$0
Amendment Date & Action			

**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>	
Project Sponsor	Tyler Transit	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$70,000
		State Funds from TxDOT	\$0
		Other Funds	\$14,000
Apportionment Year	2018	Fiscal Year Cost	\$84,000
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$84,000
		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	2018	Fiscal Year Cost	\$825,000
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	\$1,600
Apportionment Year	2018	Fiscal Year Cost	\$9,600
Project Phase			
Brief Project Description	Security expenses such as cameras, personel, alarm systems.	Total Project Cost	\$9,600
		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	\$647,298
		State Funds from TxDOT	\$0
		Other Funds	\$647,298
Apportionment Year	2018	Fiscal Year Cost	\$1,294,596
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,294,596
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			

**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>	
Project Sponsor	Tyler Transit	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$100,000
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2018	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description		Total Project Cost	\$100,000
	Purchase of Service	Trans. Dev. Credits Requested	\$20,000
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(Date & Amount)	\$0
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	\$100,000
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2018	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description		Total Project Cost	\$100,000
	Capital Expense for bus purchase/bus equipment	Trans. Dev. Credits Requested	\$20,000
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number		(Date & Amount)	\$0
Amendment Date & Action			

**FY 2019 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	\$80,000
		State Funds from TxDOT	\$0
		Other Funds	\$20,000
Apportionment Year	2019	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$100,000
		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	2019	Fiscal Year Cost	\$825,000
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	\$12,000
		State Funds from TxDOT	\$0
		Other Funds	\$3,000
Apportionment Year	2019	Fiscal Year Cost	\$15,000
Project Phase			
Brief Project Description	Security expenses such as cameras, personel, alarm systems.	Total Project Cost	\$15,000
		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	\$513,298
		State Funds from TxDOT	\$209,763
		Other Funds	\$303,535
Apportionment Year	2019	Fiscal Year Cost	\$1,026,596
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,026,596
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number	NA		
Amendment Date & Action			

**FY 2019 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	\$0
		State Funds from TxDOT	\$140,000
		Other Funds	\$35,000
Apportionment Year	2019	Fiscal Year Cost	\$175,000
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$175,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(Date & Amount)	\$0
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	\$320,000
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2019	Fiscal Year Cost	\$320,000
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment	Total Project Cost	\$320,000
		Trans. Dev. Credits Requested	\$80,000
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number		(Date & Amount)	\$0
Amendment Date & Action			

FY 2020 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	\$80,000
		State Funds from TxDOT	\$0
		Other Funds	\$20,000
Apportionment Year	2020	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description	Planning/Technical Study such as short term planning administrative cost.	Total Project Cost	\$100,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(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	\$660,000
		State Funds from TxDOT	\$0
		Other Funds	\$165,000
Apportionment Year	2020	Fiscal Year Cost	\$825,000
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	
Sec 5309 ID Number	NA	(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	\$12,000
		State Funds from TxDOT	\$0
		Other Funds	\$3,000
Apportionment Year	2020	Fiscal Year Cost	\$15,000
Project Phase			
Brief Project Description	Security expenses such as cameras, personel, alarm systems.	Total Project Cost	\$15,000
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(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	\$513,298
		State Funds from TxDOT	\$209,763
		Other Funds	\$303,535
Apportionment Year	2020	Fiscal Year Cost	\$1,026,596
Project Phase			
Brief Project Description	Operating expenses such as personnel salaries, fuel, utilities, etc.	Total Project Cost	\$1,026,596
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	
Sec 5309 ID Number	NA	(Date & Amount)	\$0
Amendment Date & Action			

FY 2020 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	\$0
		State Funds from TxDOT	\$140,000
		Other Funds	\$35,000
Apportionment Year	2020	Fiscal Year Cost	\$175,000
Project Phase			
Brief Project Description	Capital expense related to ADA paratransit, bus maintenance/bus purchases	Total Project Cost	\$175,000
		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	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$320,000
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2020	Fiscal Year Cost	\$320,000
Project Phase			
Brief Project Description	Capital Expense for bus purchase/bus equipment	Total Project Cost	\$320,000
		Trans. Dev. Credits Requested	\$80,000
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

FINANCIAL SUMMARY



Tyler Area Metropolitan Planning Organization
FY 2017 - 2020 Transportation Improvement Program

Funding by Category

Category	Description	FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017-2020	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$18,150,000	\$18,150,000	\$0	\$0	\$0	\$0	\$18,150,000	\$18,150,000
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$4,989,275	\$4,989,275	\$0	\$0	\$0	\$0	\$0	\$0	\$4,989,275	\$4,989,275
9 Flex	TAP	\$0	\$0	\$0	\$0	\$940,526	\$940,526	\$0	\$0	\$940,526	\$940,526
10	Supplemental Transportation	\$1,684,649	\$1,684,649	\$0	\$0	\$1,036,391	\$1,036,391	\$0	\$0	\$2,721,040	\$2,721,040
11	District Discretionary	\$0	\$0	\$8,471,884	\$8,471,884	\$0	\$0	\$0	\$0	\$8,471,884	\$8,471,884
12	Strategic Priority	\$0	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
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
Total		\$6,673,924	\$6,673,924	\$31,621,884	\$31,621,884	\$1,976,917	\$1,976,917	\$0	\$0	\$40,272,725	\$40,272,725

Funding Participation Source

Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Federal	\$3,522,428	\$25,297,507	\$940,526	\$0	\$29,760,461
State	\$1,684,649	\$6,324,377	\$1,036,391	\$0	\$9,045,417
Local Match	\$1,466,847	\$0	\$235,132	\$0	\$1,701,979
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	\$6,673,924	\$31,621,884	\$2,212,049	\$0	\$40,507,857

Tyler Area Metropolitan Planning Organization
FY 2017 - 2020 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2017			FY 2018		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$0	\$0	\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,283,993	\$787,593	\$2,071,586	\$1,385,298	\$827,898	\$2,213,196
3	Sec. 5309 - Fixed Guideway Investment	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair	\$0	\$0	\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$100,000	\$0	\$100,000	\$100,000	\$0	\$100,000
6	Sec. 5310-Seniors&People w/Disabilities >200k	\$100,000	\$0	\$100,000	\$100,000	\$0	\$100,000
7	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0
9	Other FTA	\$0	\$0	\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds		\$1,483,993	\$787,593	\$2,271,586	\$1,585,298	\$827,898	\$2,413,196
Transportation Development Credits Requested				\$40,000			\$40,000
Awarded				\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars


Transit Programs		FY 2019			FY 2020			Total		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$1,265,298	\$701,298	\$1,966,596	\$1,265,298	\$701,298	\$1,966,596	\$5,199,887	\$3,018,087	\$8,217,974
3	Sec. 5309 - Fixed Guideway Investment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$320,000	\$0	\$320,000	\$320,000	\$0	\$320,000	\$840,000	\$0	\$840,000
6	Sec. 5310-Seniors&People w/Disabilities >200k	\$0	\$140,000	\$140,000	\$0	\$140,000	\$140,000	\$200,000	\$280,000	\$480,000
7	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Other FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Funds		\$1,585,298	\$841,298	\$2,426,596	\$1,585,298	\$841,298	\$2,426,596	\$6,239,887	\$3,298,087	\$9,537,974
Transportation Development Credits Requested				\$80,000			\$80,000			\$240,000
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) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Tyler
District
Texas Department of Transportation




District Engineer

07/11/2016

Date

Tyler Area
Metropolitan Planning Organization
Policy Board Chairperson



Chairperson

07/07/2016

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 2017-2020
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0520-01-021	SH 155	C			\$ 7,000,000	
LIMITS FROM:		2 MI S OF US 80 (UPSHUR C/L), S				REVISION DATE:	07/2016	
LIMITS TO:		IH20				MPO PROJ NUM:		
PROJECT		REPAIR AND RESURFACE ROADWAY				FUNDING CAT(S):	1	
DESC:					PROJECT			
REMARKS					HISTORY:			
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 343,000	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT	\$ 4,224,000	\$ 2,776,000	\$ -	\$ -	\$ 7,000,000 *
CONST COST:	\$ 7,000,000		TOTAL	\$ 4,224,000	\$ 2,776,000	\$ -	\$ -	\$ 7,000,000
CONST ENG:	\$ 313,600							
CONTING:	\$ -							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 7,656,600							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0495-04-067	IH 20	C			\$ 411,941	
LIMITS FROM:		US 69, IN LINDALE, E 0.819 MI				REVISION DATE:	07/2016	
LIMITS TO:		END OF CONTROL SECTION				MPO PROJ NUM:		
PROJECT		REPAIR AND RESURFACE ROADWAY - WBL ONLY				FUNDING CAT(S):	1	
DESC:					PROJECT			
REMARKS					HISTORY:			
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 20,185	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT	\$ 329,553	\$ 82,388	\$ -	\$ -	\$ 411,941 *
CONST COST:	\$ 411,941		TOTAL	\$ 329,553	\$ 82,388	\$ -	\$ -	\$ 411,941
CONST ENG:	\$ 18,455							
CONTING:	\$ -							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 450,581							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0495-05-051	IH 20	C			\$ 3,604,483	
LIMITS FROM:		0.8 MI E OF US 69 (BGN C-S), E				REVISION DATE:	07/2016	
LIMITS TO:		0.75 MI E OF FM 2015(BGN CONC PVMT)				MPO PROJ NUM:		
PROJECT		REPAIR AND RESURFACE ROADWAY - WBL ONLY				FUNDING CAT(S):	1	
DESC:					PROJECT			
REMARKS					HISTORY:			
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 176,620	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT	\$ 3,244,035	\$ 360,448	\$ -	\$ -	\$ 3,604,483
CONST COST:	\$ 3,604,484		TOTAL	\$ 3,244,035	\$ 360,448	\$ -	\$ -	\$ 3,604,483
CONST ENG:	\$ 161,481							
CONTING:	\$ -							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 3,942,585							

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

*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2017-2020
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0245-05-047	SH 64	C, E	TYLER		\$ 2,228,121
LIMITS FROM:	FM 724, E					REVISION DATE:	07/2016
LIMITS TO:	SL 323 IN TYLER					MPO PROJ NUM:	
PROJECT	REPAIR & RESURFACE ROADWAY					FUNDING CAT(S):	1
DESC:				PROJECT			
REMARKS	TARGET=\$2.2M			HISTORY:			
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 109,178						
ROW PURCHASE:	\$ -		1-PRVNT	\$ 1,782,497	\$ 445,624	\$ -	\$ 2,228,121
CONST COST:	\$ 2,228,121		TOTAL	\$ 1,782,497	\$ 445,624	\$ -	\$ 2,228,121
CONST ENG:	\$ 99,820						
CONTING:	\$ -	\$ 2,228,121					
IND COSTS:	\$ -						
BND FINANCING:	\$ -						
TOTAL PRJ COST:	\$ 2,437,119						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0165-01-102	US 271	C,E	TYLER		\$ 348,400
LIMITS FROM:	0.7 MI S OF SS 147 (ERWIN ST.), S					REVISION DATE:	07/2016
LIMITS TO:	SH 31 (FRONT ST) IN TYLER					MPO PROJ NUM:	
PROJECT	PLANE & RESURFACE ROADWAY					FUNDING CAT(S):	1
DESC:				PROJECT			
REMARKS	TARGET=\$.35M			HISTORY:			
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 17,072						
ROW PURCHASE:	\$ -		1-PRVNT	\$ 278,720	\$ 69,680	\$ -	\$ 348,400
CONST COST:	\$ 348,400		TOTAL	\$ 278,720	\$ 69,680	\$ -	\$ 348,400
CONST ENG:	\$ 15,608						
CONTING:	\$ -	\$ 348,400					
IND COSTS:	\$ -						
BND FINANCING:	\$ -						
TOTAL PRJ COST:	\$ 381,080						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0165-01-103	SH 155	C,E	TYLER		\$ 1,424,800
LIMITS FROM:	SH 31 (FRONT ST.), S					REVISION DATE:	07/2016
LIMITS TO:	SH 64 (5TH ST) IN TYLER					MPO PROJ NUM:	
PROJECT	PLANE & RESURFACE ROADWAY					FUNDING CAT(S):	1
DESC:				PROJECT			
REMARKS	TARGET EST=\$1.41M			HISTORY:			
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 69,815						
ROW PURCHASE:	\$ -		1-PRVNT	\$ 1,139,840	\$ 284,960	\$ -	\$ 1,424,800
CONST COST:	\$ 1,424,800		TOTAL	\$ 1,139,840	\$ 284,960	\$ -	\$ 1,424,800
CONST ENG:	\$ 63,831						
CONTING:	\$ -	\$ 1,424,800					
IND COSTS:	\$ -						
BND FINANCING:	\$ -						
TOTAL PRJ COST:	\$ 1,558,446						

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

*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2017-2020
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0522-04-032	FM 16	E	LINDALE		\$ 26,460,000	
LIMITS FROM:	4 MI W OF FM 849 (CR481-E), E					REVISION DATE:	07/2016	
LIMITS TO:	US 69 IN LINDALE					MPO PROJ NUM:		
PROJECT	WIDEN 2 LNS TO 4 LNS WITH FLUSH WEDIAN WITH THE					FUNDING CAT(S):	2U,1,11	
DESC:	EXT OF TOLL 49 FROM IH 20 TO US 69N					PROJECT HISTORY:	GROUPED FOR PE ONLY IN THE MAY 2015 STIP REVISION. GROUPED FOR PE ONLY IN THE 2017-2020 STIP	
REMARKS	TARGET EST=\$24 M							
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 1,179,532	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		2U-URBAN CRDR	\$ 9,272,000	\$ 2,318,000	\$ -	\$ -	\$ 11,590,000
CONST COST:	\$ 24,072,090		1-PRVNT	\$ 8,480,000	\$ 2,120,000	\$ -	\$ -	\$ 10,600,000
CONST ENG:	\$ 1,193,976		11- DIST DIS	\$ 3,416,000	\$ 854,000	\$ -	\$ -	\$ 4,270,000
CONTING:	\$ 479,035		TOTAL	\$ 21,168,000	\$ 5,292,000	\$ -	\$ -	\$ 26,460,000
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 26,924,633							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10 - TYLER	SMITH	0492-01-040	FM 14	E	TYLER		\$ 466,204	
LIMITS FROM:	SL 323 IN TYLER, S					REVISION DATE:	07/2016	
LIMITS TO:	0.5 MI W OF US 271 (MLK BLVD)					MPO PROJ NUM:		
PROJECT	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY					FUNDING CAT(S):	1	
DESC:	W/FLUSH MEDIAN					PROJECT HISTORY:	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN. GROUPEU FOR PE ONLY IN THE MAY 2015 STIP REVISION. GROUPEU FOR PE ONLY IN THE 2017-2020 STIP	
REMARKS	TARGET EST=\$4.7M, TPP ADDITIONAL PLANNING AUTHORITY							
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 231,683	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT	\$ 372,963	\$ 93,241	\$ -	\$ -	\$ 466,204
CONST COST:	\$ 4,728,227		TOTAL	\$ 372,963	\$ 93,241	\$ -	\$ -	\$ 466,204
CONST ENG:	\$ 234,520							
CONTING:	\$ 94,092							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 5,288,522							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10-TYLER	SMITH	0495-04-069	IH 20	E	LINDALE		\$ 1,622,761	
LIMITS FROM:	1 MI E OF TOLL 49 (HARVEY RD), E					REVISION DATE:	02/2017	
LIMITS TO:	US 69 IN LINDALE					MPO PROJ NUM:		
PROJECT	RAMP REVERSAL & ONE-WAY FRONTAGE ROADS					FUNDING CAT(S):	2U, 1	
DESC:						PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 730,168	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT	\$ 2,728,000	\$ 682,000	\$ -	\$ -	\$ 3,410,000
CONST COST:	\$ 14,901,383		2U-URBAN CRDR	\$ 9,272,000	\$ 2,318,000	\$ -	\$ -	\$ 11,590,000
CONST ENG:	\$ 892,593		TOTAL	\$ 12,000,000	\$ 3,000,000	\$ -	\$ -	\$ 15,000,000
CONTING:	\$ 387,436							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 16,911,580							

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

*FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2017-2020
GROUPED PROJECTS
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10-TYLER	SMITH	0191-03-083	FM 2493	E			\$ 1,694,335
LIMITS FROM:		FM 346 IN FLINT, S				REVISION DATE:	02/2017
LIMITS TO:		0.3 MI S OF FM 344 (CHEROKEE C/L)				MPO PROJ NUM:	
PROJECT		WIDEN FROM 2 LANES TO 4 LANES WITH FLUSH MEDIAN				FUNDING CAT(S):	2U,1
DESC:				PROJECT		GROUPED FOR PE ONLY IN 2017-2020 STIP	
REMARKS				HISTORY:		GROUPED FOR PE ONLY FOR THE MAY 2015 STIP REVISION	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 842,012	COST OF APPROVED PHASES:	1-PRVNT	\$ 160,000	\$ 40,000		\$ 200,000 *	
ROW PURCHASE:			2U-URBAN CRDR	\$ 13,088,000	\$ 3,272,000		\$ 16,360,000	
CONST COST:	\$ 17,183,925		TOTAL	\$ 13,248,000	\$ 3,312,000	\$ -	\$ -	\$ 16,560,000
CONST ENG:	\$ 852,323							
CONTING:	\$ 341,960							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 19,220,220							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0424-01-054	SH 31	E			\$ 13,232,045
LIMITS FROM:		SL 323, IN TYLER, E				REVISION DATE:	
LIMITS TO:		0.9 MI W OF FM 2767 (GREGG C/L)				MPO PROJ NUM:	
PROJECT		WIDEN 2 LN ROAD TO 4 LN DIVIDED HWY WITH DEPRESSED MEDIAN				FUNDING CAT(S):	DDA
DESC:				PROJECT			
REMARKS		LIMITS WITHIN MPO BOUNDARY FROM SL 323 TO CR 236		HISTORY:			
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 6,575,763	COST OF APPROVED PHASES:	DIST DEV AUTH	\$ 80,000,000	\$ 20,000,000	\$ -	\$ -	\$ 100,000,000
ROW PURCHASE:	\$ -		TOTAL	\$ 80,000,000	\$ 20,000,000	\$ -	\$ -	\$ 100,000,000
CONST COST:	\$ 134,199,236							
CONST ENG:	\$ 6,656,282							
CONTING:	\$ 2,670,565							
IND COSTS:	\$ 7,703,036							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 157,804,882							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10-TYLER	SMITH	0522-04-032	FM 16	E	LINDALE		\$ 2,464,613
LIMITS FROM:		4 MI W OF FM 849 (CR481-E), E				REVISION DATE:	02/2017
LIMITS TO:		US 69 IN LINDALE				MPO PROJ NUM:	
PROJECT		WIDEN 2 LNS TO 4 LNS W/FLUSH MEDIAN, US69 TO TOLL 49 EXTNSN, THEN CONSTRUCT CENTER TURN LANE FOR REST OF THE 2 LN SECTN				FUNDING CAT(S):	1,2U,11
DESC:				PROJECT		GROUPED FOR PE ONLY IN THE MAY 2015 STIP REVISION	
REMARKS				HISTORY:		GROUPED FOR PE ONLY IN THE 2017-2020 STIP FEB 2017 REV FOR DESCRIP CHANGE	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 1,224,808	COST OF APPROVED PHASES:	1-PRVNT	\$ 208,000	\$ 52,000		\$ 260,000	
ROW PURCHASE:			2U-URBAN CRDR	\$ 12,024,000	\$ 3,006,000		\$ 15,030,000	
CONST COST:	\$ 24,996,079		11-DIST DIS	\$ 5,704,000	\$ 1,426,000	\$ -	\$ -	\$ 7,130,000
CONST ENG:	\$ 1,239,805		TOTAL	\$ 17,936,000	\$ 4,484,000	\$ -	\$ -	\$ 22,420,000
CONTING:	\$ 497,422							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 27,958,114							

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	0492-04-034	FM 756	E			\$ 874,978
LIMITS FROM:	JEFF DAVIS DR (CR 1167), S					REVISION DATE:	02/2017
LIMITS TO:	FM 346					MPO PROJ NUM:	
PROJECT	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY					FUNDING CAT(S):	2U
DESC:	W/FLUSH MEDIAN					PROJECT	
REMARKS						HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 434,827						
ROW PURCHASE:			2U-URBAN CRDR	\$ 6,976,000	\$ 1,744,000		\$ 8,720,000
CONST COST:	\$ 8,874,016						
CONST ENG:	\$ 440,151						
CONTING:	\$ 176,593	\$ 874,978	TOTAL	\$ 6,976,000	\$ 1,744,000	\$ -	\$ 8,720,000
IND COSTS:	\$ 509,369						
BND FINANCING:	\$ -						
TOTAL PRJ COST:	\$ 10,434,955						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0889-05-009	FM 756	E			\$ 765,606
LIMITS FROM:	FM 346, S					REVISION DATE:	02/2017
LIMITS TO:	FM 344 AT WALNUT GROVE					MPO PROJ NUM:	
PROJECT	WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY					FUNDING CAT(S):	2U
DESC:	W/FLUSH MEDIAN					PROJECT	
REMARKS						HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 380,473						
ROW PURCHASE:	\$ -		2U-URBAN CRDR	\$ 6,184,000	\$ 1,546,000	\$ -	\$ 7,730,000
CONST COST:	\$ 7,764,764			\$ -	\$ -	\$ -	\$ -
CONST ENG:	\$ 385,132						
CONTING:	\$ 154,519	\$ 765,606	TOTAL	\$ 6,184,000	\$ 1,546,000	\$ -	\$ 7,730,000
IND COSTS:	\$ -						
BND FINANCING:	\$ -						
TOTAL PRJ COST:	\$ 8,684,888						

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	0495-04-065	IH 20	C,E	LINDALE		\$ 9,400,000	
LIMITS FROM:		AT US 69 IN LINDALE				REVISION DATE:	05/2017	
LIMITS TO:		0.8 MI E OF US 69 (END C-S)				MPO PROJ NUM:		
PROJECT		REALIGN & LENGTHEN WB EXIT & EB ENTRANCE RAMP				FUNDING CAT(S):	1, 2U, 11	
DESC:		FOR US 69				PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 474,350	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 325,000		2U-URBAN CRDR	\$ 2,700,000	\$ 300,000	\$ -	\$ -	\$ 3,000,000
CONST COST:	\$ 9,680,613		11- DIST DIS	\$ 1,800,000	\$ 200,000	\$ -	\$ -	\$ 2,000,000
CONST ENG:	\$ 579,869		1-PRVNT	\$ 3,960,000	\$ 440,000	\$ -	\$ -	\$ 4,400,000
CONTING:	\$ 251,696		TOTAL	\$ 8,460,000	\$ 940,000	\$ -	\$ -	\$ 9,400,000
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 11,311,528							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10-TYLER	SMITH	0495-05-054	IH 20	C,E	LINDALE		\$ 4,000,000	
LIMITS FROM:		0.8 MI E OF US 69, E				REVISION DATE:	05/2017	
LIMITS TO:		1.75 MI E OF US 69 (JIM HOGG RD)				MPO PROJ NUM:		
PROJECT		REALIGN & LENGTHEN WB EXIT & EB ENTRANCE RAMP				FUNDING CAT(S):	2U, 1	
DESC:		FOR US 69				PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 201,851	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		2U-URBAN CRDR	\$ 900,000	\$ 100,000	\$ -	\$ -	\$ 1,000,000
CONST COST:	\$ 4,119,410		1-PRVNT	\$ 2,700,000	\$ 300,000	\$ -	\$ -	\$ 3,000,000
CONST ENG:	\$ 246,753		TOTAL	\$ 3,600,000	\$ 400,000	\$ -	\$ -	\$ 4,000,000
CONTING:	\$ 107,105							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 4,675,118							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
10-TYLER	SMITH	0492-05-026	FM 346	C,E,R			\$ 2,488,000	
LIMITS FROM:		AT PRAIRIE CREEK, STR# 049205011				REVISION DATE:	02/2017	
LIMITS TO:		SE OF WHITEHOUSE & S OF LAKE TYLER				MPO PROJ NUM:		
PROJECT		REPLACE BRIDGE & APPROACHES				FUNDING CAT(S):	6,1	
DESC:		SR=54.3, O				PROJECT HISTORY:		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 127,784	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		6-STRUCT RHB	\$ 1,030,400	\$ 257,600	\$ -	\$ -	\$ 1,288,000
CONST COST:	\$ 2,607,842		1-PRVNT	\$ 960,000	\$ 240,000	\$ -	\$ -	\$ 1,200,000
CONST ENG:	\$ 194,284		TOTAL	\$ 1,990,400	\$ 497,600	\$ -	\$ -	\$ 2,488,000
CONTING:	\$ -							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 2,929,910							

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	0245-06-081	SH 64	C,E	TYLER		\$ 3,000,000
LIMITS FROM:	SL 323 IN TYLER, SE					REVISION DATE:	02/2017
LIMITS TO:	1.2 MI SE OF SS 248 (BULLDOG DR)					MPO PROJ NUM:	
PROJECT	PLANE, REPAIR & REPAVE ROADWAY					FUNDING CAT(S):	2U,1
DESC:						PROJECT	
REMARKS	TARGET EST = \$3 M					HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$	147,128					
ROW PURCHASE:	\$	-	2U-URBAN CRDR	\$ 2,360,000	\$ 590,000		\$ 2,950,000
CONST COST:	\$	3,002,612	1-PRVNT	\$ 40,000	\$ 10,000	\$ -	\$ 50,000
CONST ENG:	\$	134,517	TOTAL	\$ 2,400,000	\$ 600,000	\$ -	\$ 3,000,000
CONTING:	\$	-					
IND COSTS:	\$	-					
BND FINANCING:	\$	-					
TOTAL PRJ COST:	\$	3,284,257					

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	1163-01-022	FM 850	C,E			\$ 530,000
LIMITS FROM:	AT MUD CREEK, STR# 116301003					REVISION DATE:	07/2016
LIMITS TO:	0.5 MI W OF FM 2607					MPO PROJ NUM:	
PROJECT	REPLACE BRIDGE & APPROACHES					FUNDING CAT(S):	6
DESC:						PROJECT	
REMARKS	SR=54.2, O					HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
			FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$	27,990					
ROW PURCHASE:	\$	-	6-STRUCT RHB	\$ 424,000	\$ 106,000	\$ -	\$ 530,000
CONST COST:	\$	571,228	TOTAL	\$ 424,000	\$ 106,000	\$ -	\$ 530,000
CONST ENG:	\$	56,209					
CONTING:	\$	-					
IND COSTS:	\$	-					
BND FINANCING:	\$	-					
TOTAL PRJ COST:	\$	655,427					

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	0910-16-039	CS	C,E	TYLER		\$ 389,170
LIMITS FROM:	N AZALEA DR AT W MUD CR TRIBUTARY					REVISION DATE:	07/2016
LIMITS TO:	IN TYLER, STR# B002-15-001					MPO PROJ NUM:	SR-TTS-B00
PROJECT	REPLACE BRIDGE AND APPROACHES					FUNDING CAT(S):	6
DESC:	PROJECT REPLACE BRIDGE AND APPROACHES						
REMARKS	SR=33.8, D					HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 16,973	COST OF APPROVED PHASES:	6-STRUCT RHB	\$ 311,336	\$ 77,834	\$ -	\$ -	\$ 389,170 *
ROW PURCHASE:	\$ -		TOTAL	\$ 311,336	\$ 77,834	\$ -	\$ -	\$ 389,170
CONST COST:	\$ 346,391							
CONST ENG:	\$ 25,806							
CONTING:	\$ -		\$ 389,170					
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 389,170							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10-TYLER	SMITH	0910-16-040	CS	C,E	TYLER		\$ 320,000
LIMITS FROM:	CAMELLIA ST AT W MUD CR TRIBUTARY					REVISION DATE:	02/2017
LIMITS TO:	IN TYLER, STR# B007-90-001					MPO PROJ NUM:	SR-TTS-B00
PROJECT	REPLACE BRIDGE & APPROACHES					FUNDING CAT(S):	6
DESC:	PROJECT REPLACE BRIDGE & APPROACHES						
REMARKS	HISTORY:						
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 17,127	COST OF APPROVED PHASES:	6-STRUCT RHB	\$ 256,000	\$ 64,000	\$ -	\$ -	\$ 320,000 *
ROW PURCHASE:	\$ -		TOTAL	\$ 256,000	\$ 64,000	\$ -	\$ -	\$ 320,000
CONST COST:	\$ 349,522							
CONST ENG:	\$ 26,039							
CONTING:	\$ -		\$ 392,688					
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 392,688							

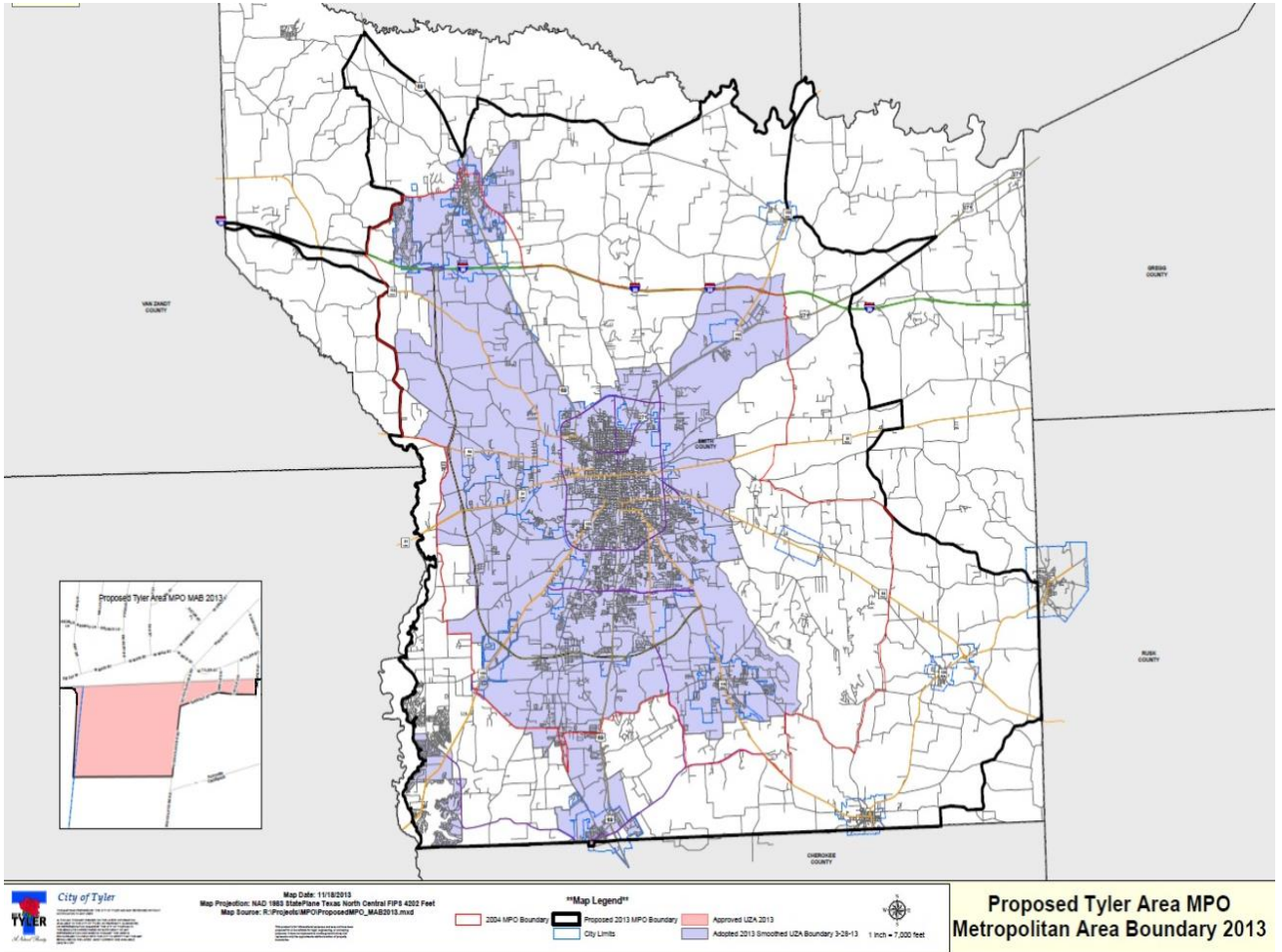
PHASE: C=CONSTRUCTION, E=ENGINEERING, R=ROW, T=TRANSFER

*FUNDING NOT FIXED

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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.