



**FY 2024 and FY 2025
UNIFIED PLANNING WORK PROGRAM (UPWP)**

***Tyler Area Metropolitan Planning Organization
Non-Transportation Management Area (Non-TMA)***

**AIR QUALITY STATUS:
*Attainment***

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Tyler Area Metropolitan Planning Organization

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I. INTRODUCTION

The Unified Planning Work Program (UPWP) is a transportation planning work program developed by the Tyler Area Metropolitan Planning Organization (MPO) to coordinate transportation and related planning activities for a cooperative, continuing and comprehensive planning process. In 1962, The United States Congress passed the Federal Highway Act, which required the creation of Metropolitan Planning Organizations in areas with 50,000 or more population. As a result, in 1974, the City of Tyler was designated as the Tyler Urban Transportation Study MPO, which has evolved into what is known today as the Tyler Area MPO. In 1991, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was signed into law. The act required the MPO to produce a long range plan every five years with a minimum planning horizon of 20 years, known as the Metropolitan Transportation Plan. In 1998, the surface transportation bill was updated and renamed the Transportation Equity Act for the 21st Century (TEA-21). In 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was adopted which included eight planning factors to consider in the transportation process. In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law which introduced a performance-based approach to transportation decision making.

Tyler Area MPO is preparing a two-year UPWP as opposed to a one-year document. The Fixing America's Surface Transportation (FAST) Act (P.L.114-94), was signed into law on December 4, 2015. The Act authorizes \$305 billion in funding from 2016 through 2020. The FAST Act was extended by Congress until a replacement bill was approved. The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") was signed into law on November 15, 2021 which establishes transportation funding for fiscal years 2022-2026.

The primary objective of the UPWP is the development of an integrated planning program that considers the planning activities of each modal group such as cars, freight, transit, bicycles, and pedestrians and coordinates these activities to produce a total transportation plan serving all segments of the population. The UPWP presents the budget and work tasks necessary to accomplish and maintain the transportation planning process within the Tyler Area MPO Study Area.

A. **PURPOSE** - The UPWP is intended to describe the transportation related planning activities scheduled to be performed in FY 2022 and FY 2023. These are the tasks to be undertaken using Federal Planning Assistance Funds. The administrative projects included in this work program are mandated in the Infrastructure Investment and Jobs Act (IIJA). These projects comprise the primary mission of the MPO to provide local governments with access to the transportation planning process. Under IIJA the MPO must consider projects and strategies that will meet the following ten factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase safety of transportation systems for motorized and non-motorized users;
3. Increase security of transportation systems for motorized and non-motorized users;
4. Increase the accessibility and mobility options available for freight and people;
5. Protect and enhance the environment, promote energy conservation, and improve the quality of life;
6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

National goals and performance management measures are listed in 23 U.S. Code § 150. It is the intent to transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through performance-based planning and programming. The program is to focus on the following national goals.

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.

B. DEFINITION OF AREA - Currently, the Tyler Metropolitan Planning Area, (see **Appendix B**), encompasses the entire urbanized area defined in the 2010 Census. It includes the immediate and contiguous urban area surrounding the City of Tyler most likely to experience urban development and expected to be urbanized within 20 years. This area includes the cities of Tyler, Lindale, New Chapel Hill, Noonday, Whitehouse, Hideaway and Bullard. The study area is primarily located within Smith County with minor areas in Cherokee County.

C. ORGANIZATION – The Governor designates the MPO for all urban areas that have a population over 50,000. The City of Tyler is the designated MPO for the Tyler urban area and uses the committee structure established pursuant to Section 134 of Chapter 1 of Title 23 U.S.C as the group responsible for giving the MPO overall transportation policy guidance. The City of Tyler serves as the fiscal agent for the MPO. The MPO, in cooperation with the Texas Department of Transportation (TxDOT), is responsible for carrying out the urban transportation process. The MPO provides continuity of various transportation planning and improvement efforts throughout the Tyler urban area. The Tyler Area MPO consists principally of two standing committees: the Transportation Policy Committee and the Technical Advisory Committee.

- **Transportation Policy Committee:** The Transportation Policy Committee (TPC) is composed of the principal elected and appointed officials in the Tyler/Smith County area. The TPC biennially approves the UPWP and develops the transportation planning process in the Tyler urban area

and consists of eleven (11) voting members. Representation of the Policy Committee is shown in **Appendix A**.

- **Technical Advisory Committee:** The Technical Advisory Committee (TAC) is comprised of a cross section of individuals with knowledge and expertise in various transportation fields. The TAC formulates the procedural details of the work program. It reviews and monitors the output of the various MPO activities identified in the work program and makes recommendations to the TPC. The TAC is also responsible for assisting in developing the short and long-range transportation plans and informing the TPC of various aspects of transportation planning in the Tyler urban area.

D. **PRIVATE SECTOR INVOLVEMENT** – The MPO plans to hire a consultant to perform the following subtasks:

- a. Participate in county-wide aerial photography project (Task 2.3)
- b. Light Rail Plan (Task 5.1)

E. **PLANNING ISSUES AND EMPHASIS** – The major transportation issues being addressed in this work program are the updated travel demand forecasting and regional pedestrian and bicycle route planning.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in a memorandum to Metropolitan Planning Organizations, dated December 30, 2021, jointly issued Planning Emphasis Areas (PEAs). The PEAs are topical areas in planning that FHWA and FTA want to emphasize as MPOs develop work task associated with PEAs in the UPWP. The PEAs include:

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future: Transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. MPOs are encouraged to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation, and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

Addressed in Subtask(s):

- 2.2 Geographic Information Systems – Coordination with public and private agencies to acquire GIS data for performance analysis
- 3.2 Air Quality Activities and Planning – Participation in efforts to maintain the air quality status of the region
- 5.1 Light Rail Plan – Make long range plans for light rail to decrease dependency on single occupancy vehicles

2. Equity and Justice in Transportation Planning: Advance racial equity and support for underserved and disadvantaged communities. MPOs are encouraged to use strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public

transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Addressed in Subtask(s):

- 1.2 Title VI Civil Rights Evaluation – Consider environmental justice throughout all aspects of the transportation planning process
- 3.3 Public Transportation Planning – Assist Tyler Transit in ensuring compliance with current policies

3. Complete Streets: Plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

Addressed in Subtask(s):

- 2.2 Geographic Information Systems – Collect and analyze data to identify connectivity gaps
- 4.2 Complete Streets Planning – General coordination to increase safe and accessible options for multiple travel modes for people of all ages and abilities

4. Public Involvement: Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. MPOs are encouraged to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

Addressed in Subtask(s):

- 1.1 Program Support and Administration – General coordination, communication, and management tasks essential to the development and maintenance of the transportation planning process, which includes migrating to performance-based planning and programming.
- 1.3 Public Outreach – Follow the adopted Public Participation Plan (PPP) in regard to notice and virtual public engagement

5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination:

Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies.

Addressed in Subtask(s):

- 3.1 Transportation Improvement Program – Coordination with public and private agencies to maintain the TIP
- 4.1 Metropolitan Transportation Plan Development – Coordination with public and private agencies to maintain the MTP

6. Federal Land Management Agency (FLMA) Coordination: Coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMA's in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

Addressed in Subtask(s):

- 3.1 Transportation Improvement Program – Coordination with public and private agencies to maintain the TIP
- 4.1 Metropolitan Transportation Plan Development – Coordination with public and private agencies to maintain the MTP

7. Planning and Environment Linkages (PEL): Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

Addressed in Subtask(s):

- 1.4 Staff Training and Education – Attendance of board meetings and participation on committees for Northeast Texas Air Care (NETAC), the Technical Working Group for Mobile Source Emissions (TWG), East Texas Council of Governments (ETCOG), EasTexConnects, and the North East Texas Regional Mobility Authority (NET RMA).
- 2.1 Socioeconomic Data and Forecast – Collect data for the MPO and other entities to utilize to forecast growth, traffic and trends in the region

8. Data in Transportation Planning: Incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

Addressed in Subtask(s):

- 2.2 Geographic Information Systems – Coordination with public and private agencies across boundaries to acquire GIS data to understand regional issues
- 2.3 Aerial Photography – Contribute to acquiring regional aerial photography provided by a consultant

It is important to note that all these tasks require substantial effort and dedication from local agencies throughout the MPO area and often include the utilization of consulting services for specific planning activities, plans, or programs.

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

- A. **OBJECTIVE:** To implement the “3-C” process, ensuring that planning is continuous, cooperative, and comprehensive. This is accomplished by providing for the management of work tasks and public involvement as well as funding for supplies, equipment, travel, training and other administrative costs in compliance with applicable State and Federal laws and regulations.
- B. **EXPECTED PRODUCTS:** The Tyler Area MPO will perform administrative responsibilities necessary to verify the transportation planning process and retain eligibility for federal and state funding for transportation planning and projects.
- C. **PREVIOUS WORK:** The Tyler Area MPO continuously managed the administrative aspects of the planning process including: billings, development of required documents, public involvement activities, attendance of training, attendance of regional transportation group, project support for special studies and updating the MPO website.
- D. **SUBTASKS:**

Subtask 1.1: *Program Support and Administration*

Prepare and submit required documents to maintain the continuity and credibility of the planning process. Sponsor and conduct meetings and provide support to policy and advisory committees. Prepare budgets, maintain financial records, and ensure monies are spent appropriately. Coordinate activities among participating agencies and other public and private interests. Assist participating agencies as needed.

Purchase/lease supplies, computer equipment and other equipment necessary to carry out planning efforts. Maintain current licenses for all GIS software and purchase most current versions of software when beneficial to the MPO. Equipment/computer purchases of \$5,000 or greater require prior approval from the Texas Department of Transportation (TxDOT) Transportation Planning & Programming Division and Federal Highway Administration.

*Outside legal counsel may be utilized with prior approval from the Federal Highway Administration

Subtask 1.2: *Title VI Civil Rights Evaluation*

The MPO will continue to implement procedures compliant with Federal law (42 USC 2000d-1) that will analyze the areas of minority and low income that have been historically underserved communities. The MPO will continue to develop the appropriate Title VI analysis tools and performance measures and indicators. Specifically, performance measures and analytical methods will be identified to measure the transportation system’s connectivity to essential service by underserved communities. Information will be utilized to identify solutions to gaps in the system. (PEA: “Ladders of Opportunity”) Additionally, the MPO will educate and inform the Technical Advisory Committee and the Transportation Policy Committee concerning Title VI topics.

Subtask 1.3: *Public Outreach*

Continue public participation process. Conduct public meetings during the development of special studies and other planning documents as appropriate to keep the public informed. Develop opportunities to efficiently obtain public input in all aspects of multi-modal

transportation planning, including participation from the Title VI target population. Provide information to the public as requested. The MPO will review and amend the Public Participation Plan as necessary to ensure Title VI issues are addressed properly, including minority and low-income communities, air quality conformity, and federal and state requirements for public participation.

Subtask 1.4: *Staff Training and Education*

The MPO staff will participate in conferences, seminars, meetings, and other training opportunities to remain familiar with the latest regulations and techniques related to the transportation planning field as provided by the Federal Transit Administration, Federal Highway Administration, American Planning Association (APA), Environmental Protection Agency (EPA), Texas Commission on Environmental Quality (TCEQ), Texas Department of Transportation (TxDOT) and other agencies. Attend, as necessary, any meetings concerning transportation or air quality hosted by TxDOT, EPA, TCEQ, Northeast Texas Air Care (NETAC), Association of Texas Metropolitan Planning Organizations (TEMPO), Northeast Texas Regional Mobility Authority (NETRMA), East Texas Council of Governments or other agencies. The MPO understands that out-of-state travel requires prior approval from TxDOT-Transportation Planning & Programming Division.

E. FUNDING SUMMARY

Task 1.0 – 2-Year Funding Summary Table

FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.1	MPO	\$ 235,000	\$ 235,000	\$ -	\$ -	\$ -	\$ -	\$ 235,000	\$ 235,000
1.2	MPO	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
1.3	MPO	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000
1.4	MPO	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
Total:		\$ 260,000	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ 260,000	\$ 260,000

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

- A. **OBJECTIVE** - To create, update, and maintain spatial information, demographic data and analysis to support planning efforts; monitor and identify development trends in the study area in an effort to determine their impact on the area's transportation system; and analyze the data for travel demand model activities.
- B. **EXPECTED PRODUCTS** - Continue to update and maintain the GIS database for data that the MPO utilizes for the planning process. Continue to develop and maintain applications to streamline land development services for eventual use in the transportation planning process in the development of transportation forecasts and analysis.
- C. **PREVIOUS WORK** - GIS Arc Map and Trans CAD software was utilized to review, analyze and forecast population and traffic data for the updates of the Metropolitan Transportation Plan and Transportation Improvement Program. Aerial photography was obtained through a contract the GIS Consortium has with a consultant and is an ongoing project. The GIS Consortium is made up of the City of Tyler/Tyler Area MPO, Smith County, Smith County 911, and Smith County Appraisal District with each entity currently contributing equally.

D. **SUBTASKS**

Subtask 2.1: Socioeconomic Data and Forecast

The MPO along with other local agencies including the City of Tyler and TxDOT will prepare updates and maintain data and maps related to population, building permits, land use, housing, and employment. The staff will continue compilation and mapping of data on existing alternative transportation systems, such as bikeways, pedestrian ways, rail, air, etc.

Subtask 2.2: Geographic Information System

Continue to develop the GIS database for the purpose of spatial analysis in the development of transportation plans and technical analysis. Compile all available data into a series of maps for use in the transportation planning process.

The established inter-local agreements and combined GIS database will allow for easier exchange of data between government entities and will reduce redundant work. The exchange and sharing of data will assist the MPO with transportation analysis from various data layers. Maps created in GIS are reproduced as necessary to continue development of applications to streamline land development services for eventual use in the transportation planning process and Title VI data collection and analysis, monitor consistency of physical addresses of structures within the Study Area for purposes of demographic analysis, and support for the decennial census.

Subtask 2.3: Aerial Photography

Current aerial photography is a valuable tool utilized during the planning process. The GIS Consortium, made up of the City of Tyler/Tyler Area MPO, Smith County, Smith County 911, and Smith County Appraisal District, will purchase of digital aerial photography provided by a consultant. The coverage area consists of the Tyler city limits, including the 5-mile ETJ (6-inch) aeriels and the remainder of the MPO area in 1-inch color aerial photography. The raster data will meet the City of Tyler's digital data base map at NAD 83 and the Texas State Plane Coordinate System.

E. FUNDING SUMMARY

Task 2.0 - 2-Year Funding Summary Table

FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
2.1	MPO	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
2.2	MPO	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000
2.3	MPO	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
Total:		\$ 62,000	\$ 62,000	\$ -	\$ -	\$ -	\$ -	\$ 62,000	\$ 62,000

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

IV. TASK 3.0 - SHORT RANGE PLANNING

- A. **OBJECTIVE** - To provide innovative and integrated planning for the current transportation needs of the Study Area; promote air quality and maintenance of ozone attainment status through voluntary community actions; and provide an integrated planning approach for the provision of transit service to improve the overall transit system.
- B. **EXPECTED PRODUCTS** - Provide revisions to the Transportation Improvement Program (TIP) for years 2023-2026 as needed and to update as directed to maintain compliance with the Infrastructure Investment and Jobs Act. Develop the 2025-2028 TIP and revisions as needed. Participate in Northeast Texas Air Care (NETAC), the Technical Working Group (TWG) for Mobile Source Emissions, and ad hoc committees as needed. Provide assistance on public transportation issues as needed. The MPO will continue to monitor ozone levels for compliance as a designated attainment area by the EPA.
- C. **PREVIOUS WORK** - Developed the 2023-2026 Transportation Improvement Program and held public hearings and meetings for the approval process. Corresponded with TxDOT Tyler District and Tyler Transit concerning Federal Transit Administration (FTA) rules and regulations. Participated in NETAC, TWG, and air quality meetings including air quality conformity training.

D. SUBTASKS

Subtask 3.1: *Transportation Improvement Program*

Adopt and maintain a fiscally constrained listing of short-range projects to be constructed. Revise the TIP as needed to ensure the plan maintains compliance with federal legislation. Conduct public hearings in accordance with the Public Participation Plan (PPP). Staff will oversee the entire process and monitor plan implementation.

Subtask 3.2: *Air Quality Activities and Planning*

Coordinate with North East Texas Air Care (NETAC) to develop promotional and educational programs that promote ozone awareness. Continue coordination with TxDOT, Texas Transportation Institute, East Texas Council of Governments, Texas Commission on Environmental Quality, Longview Metropolitan Planning Organization and the Technical Working Group (TWG) for Mobile Source Emissions on air quality conformity – the preparation of plans, documents, strategies and other necessary work activities.

Subtask 3.3: *Public Transportation Planning*

To be performed by Tyler Transit with assistance by the MPO as needed: Prepare FTA grant for City of Tyler. Evaluation of ADA requirements and local service provision relating to those requirements. This also includes participation in regional transportation coordination planning activities through EasTexConnects.

E. FUNDING SUMMARY

Task 3.0 – 2-Year Funding Summary Table
FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
3.1	MPO	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000
3.2	MPO	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000
3.3	MPO	\$ 1,000	\$ 1,000	\$ 129,460	\$ 337,543	\$ -	\$ -	\$ 130,460	\$ 338,543
Total:		\$ 5,000	\$ 5,000	\$ 129,460	\$ 337,543	\$ -	\$ -	\$ 134,460	\$ 342,543

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

- A. **OBJECTIVE** - To develop, document, amend and publish the Metropolitan Transportation Plan (MTP) in accordance with local needs and federal and state regulations; and promote and incorporate multimodal travel options into long range plans and studies.
- B. **EXPECTED PRODUCTS** - Make updates to the 2045 MTP as needed or as requested by the Policy Committee and to update as required to maintain compliance with the Infrastructure Investment and Jobs Act.
- C. **PREVIOUS WORK** - The 2045 MTP was adopted and amended as needed or as requested by the Policy Committee. Amendments consisted of public hearings and participation pieces, staff work to update information, and printing of revised materials.

D. SUBTASKS

Subtask 4.1: *Metropolitan Transportation Plan Development*

The subtask includes the adoption of the 2045 MTP and subsequent amendments as needed or as requested by the Policy Committee. Public hearings will be held in accordance with the Public Participation Plan (PPP) throughout the process. Staff will oversee the entire process and monitor plan implementation.

Subtask 4.2: *Complete Streets Planning*

The MPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the Infrastructure Investment and Jobs Act.

Staff will compile and share data and information on active transportation, evaluate active transportation system to understand system performance needs to identify regional activities, hold public outreach sessions to share information and encourage active transportation, work with other interested parties to advance and improve the program, look for innovative ways to optimize funding for active transportation projects, and support and align statewide and regional active transportation strategies and actions.

E. FUNDING SUMMARY

Task 4.0 – 2-Year Funding Summary Table

FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
4.1	MPO	\$ 155,000	\$ 14,000	\$ -	\$ -	\$ -	\$ -	\$ 155,000	\$ 14,000
4.2	MPO	\$ 6,673	\$ 8,675	\$ -	\$ -	\$ -	\$ -	\$ 6,673	\$ 8,675
Total:		\$ 161,673	\$ 22,675	\$ -	\$ -	\$ -	\$ -	\$ 161,673	\$ 22,675

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

VI. TASK 5.0 - SPECIAL STUDIES

- A. **OBJECTIVE** - To further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants in support of existing or projected local needs.
- B. **EXPECTED PRODUCTS** - The MPO will hire a consultant to produce a Light Rail Plan.
- C. **PREVIOUS WORK** - The MPO hired separate consultants to update the inputs for the MPO's Travel Demand Model, conduct a Downtown Tyler Traffic Study, and perform a Railroad Inventory and Analysis.
- D. **SUBTASKS**

Subtask 5.1: Railroad Inventory and Analysis

The MPO will hire a consultant to develop an inventory of rail lines to determine their ownership and level of activity and to perform an analysis of the rail and street intersections to determine the level of service at each site. In addition to consultant fees, the process will involve purchasing data from Union Pacific Railroad.

Subtask 5.2: Light Rail Plan

The MPO will hire a consultant to produce a plan to create a vision for a light rail system in the MPO that connects the various communities to major destinations and eventual connection to the proposed high speed rail line connecting Dallas to Atlanta. The plan will contain an action plan to guide implementation of the vision.

E. **FUNDING SUMMARY**

Task 5.0 – 2-Year Funding Summary Table
FY 2024 and FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
5.1	MPO	\$ 85,777	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,777	\$ -
5.2	MPO	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
Total:		\$ 85,777	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 85,777	\$ 150,000

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

VII. BUDGET SUMMARY

2-Year Funding Summary - FY 2024 and FY 2025

UPWP Task	Description	Transportation Planning Funds (TPF) ¹		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.0	Administration – Management	\$ 260,000	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ 260,000	\$ 260,000
2.0	Data Development and Maintenance	\$ 62,000	\$ 62,000	\$ -	\$ -	\$ -	\$ -	\$ 62,000	\$ 62,000
3.0	Short Range Planning	\$ 5,000	\$ 5,000	\$ 129,460	\$ 337,543	\$ -	\$ -	\$ 134,460	\$ 342,543
4.0	Metropolitan Transportation Plan	\$ 161,673	\$ 22,675	\$ -	\$ -	\$ -	\$ -	\$ 161,673	\$ 22,675
5.0	Special Studies	\$ 85,777	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 85,777	\$ 150,000
Total:		\$ 574,450	\$ 499,675	\$ 129,460	\$ 337,543	\$ -	\$ -	\$ 703,910	\$ 837,218

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

2024 Funding Totals

Combined Transportation Planning Funds ²	\$	476,443.21
Estimated Unexpended Carryover	\$	425,702.59
TOTAL TPF:	\$	902,145.80

² Estimate based on prior years' authorizations

2025 Funding Totals

Combined Transportation Planning Funds ²	\$	684,526.21
Estimated Unexpended Carryover	\$	245,983.21
TOTAL TPF:	\$	930,509.42

² Estimate based on prior years' authorizations

APPENDIX A

TRANSPORTATION POLICY COMMITTEE MEMBERSHIP

Don Warren	Mayor	City of Tyler
Edward Broussard	City Manager	City of Tyler
Darin Jennings, PE	City Engineer	City of Tyler
Carolyn Caldwell	City Manager	City of Lindale
Leslie Black	City Manager	City of Whitehouse
Dee Roden	City Council Member	City of Winona
Neal Franklin	County Judge	Smith County
Christina Drewry	County Commissioner	Smith County
Frank Davis, PE	County Engineer	Smith County
Gary Halbrooks	Chair	NET RMA
Vernon Webb, PE	District Engineer	TxDOT

TECHNICAL ADVISORY COMMITTEE MEMBERSHIP

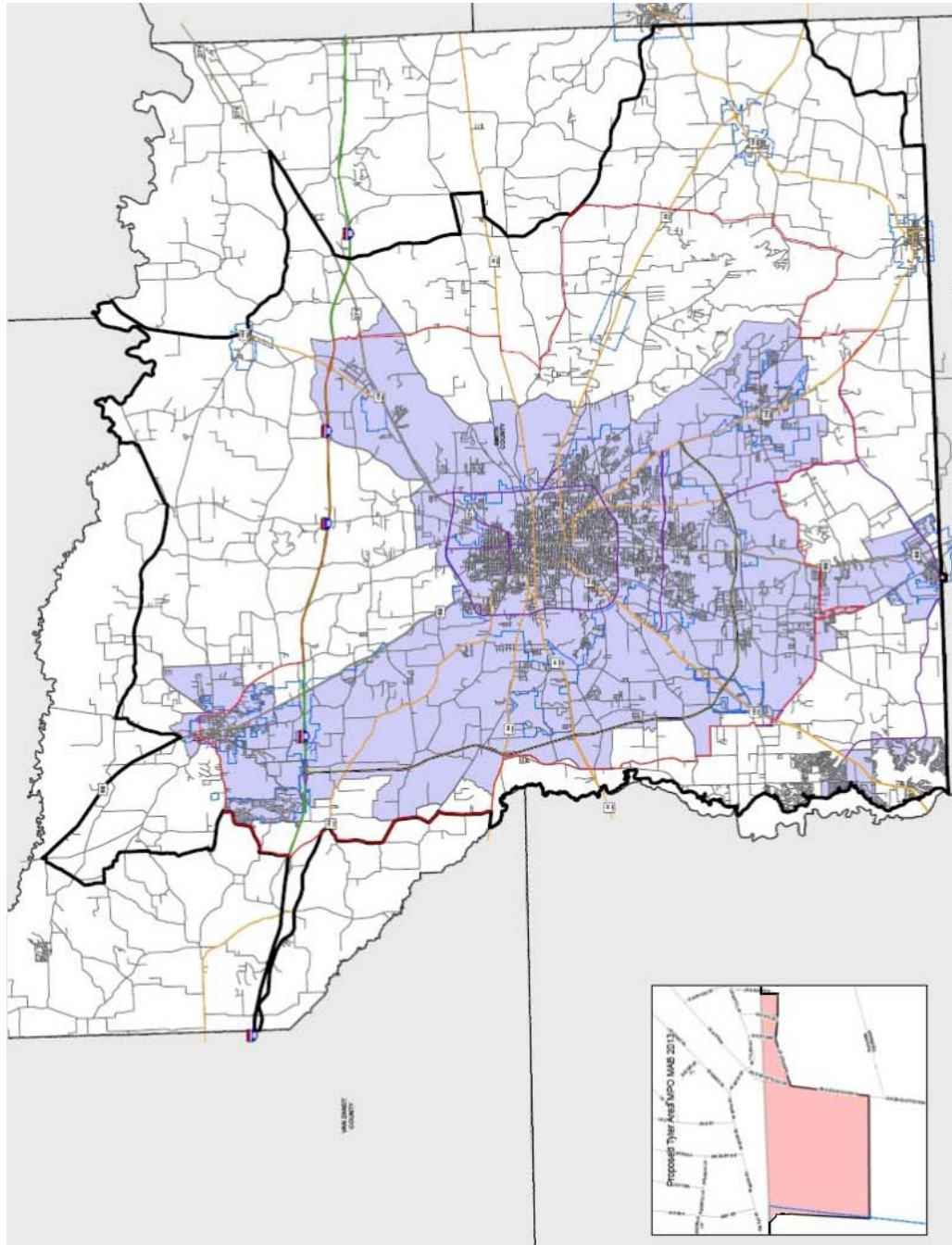
Heather Nick, AICP	Assistant City Manager	City of Tyler
Stephanie Franklin	Deputy City Manager	City of Tyler
Cameron Williams, PE	Traffic Engineer	City of Tyler
Kyle Kingma, AICP	Planning Director	City of Tyler
Jimmy Toler	Police Chief	City of Tyler
Cody Bain, PE	Project Engineer	City of Tyler
Leroy Sparrow	Transit Director	Tyler Transit
Stephen Thompson	Airport Manager	Tyler Pounds
Doug Nicholson	Road/Flood Plain Administrator	Smith County
Vacant		Smith County
Paul Schneider, PE	Area Engineer – Tyler Area	TxDOT
Adrienne Leach, PE	Planning Engineer – Tyler District	TxDOT
Eric Fisher, PE	Director of TP&D – Tyler District	TxDOT
Mansour Shiraz	MPO Coordinator – TP&P Division	TxDOT
Jamie Zech	Transportation Conformity Specialist	TCEQ
Scott Martinez	President/Chief Executive Officer	EDC /Chamber
Justin Morgan	Transportation Planner	FHWA
Brandon Thomas	Community Planner	FTA
Colleen Colby	Communications Director	NET RMA
Brent Nelson	Director of Transportation	Brookshire's
Mike Butler	Member	Rose City Cycling

MPO STAFF

Michael Howell, AICP	MPO Director
Dr. Rupini, RV	Transportation Planner/Analyst
Joyce Lynn Davis	Planning Technician

APPENDIX B

METROPOLITAN AREA BOUNDARY MAP (GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)



APPENDIX C

DEBARMENT CERTIFICATION (Negotiated Contracts)

- (1) The **Tyler Area MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

*Mayor Donald P. Warren City of Tyler
Transportation Policy Committee – Chair
Tyler Area MPO*

Date

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Mayor Donald P. Warren City of Tyler
Transportation Policy Committee – Chair
Tyler Area MPO

Date

APPENDIX E
CERTIFICATION OF COMPLIANCE

I, Donald P. Warren, Chair, a duly authorized officer/representative of the Tyler Area Metropolitan Planning Organization, do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Mayor Donald P. Warren City of Tyler
Transportation Policy Committee – Chair
Tyler Area MPO

Date

Attest:

Michael Howell
MPO Director
Tyler Area MPO

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Donald P. Warren, Chair a duly authorized officer/representative of the Tyler Area Metropolitan Planning Organization, do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 “Required Internal Ethics and Compliance Program” and 43 TAC § 10.51 “Internal Ethics and Compliance Program” as it may be revised or superseded.

*Mayor Donald P. Warren City of Tyler
Transportation Policy Committee – Chair
Tyler Area MPO*

Date

Attest:

*Michael Howell
MPO Director
Tyler Area MPO*