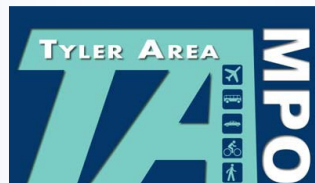




FY 2025-2028

TRANSPORTATION IMPROVEMENT PROGRAM



TYLER AREA METROPOLITAN PLANNING ORGANIZATION

Prepared by: Tyler Area Metropolitan Planning Organization

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

Adopted: May 23, 2024

Amended: January 23, 2025

TABLE OF CONTENTS

INTRODUCTION	1
PURPOSE	3
DEFINITION OF AREA	3
PUBLIC PARTICIPATION PROCESS	3
PROJECT SELECTION PROCESS	4
TRANSPORTATION PERFORMANCE MANAGEMENT	4
SAFETY (PM1)	5
INFRASTRUCTURE (PM2)	7
SYSTEM PERFORMANCE (PM3)	8
TRANSIT ASSET MANAGEMENT (TAM)	8
PUBLIC TRANSIT AGENCY SAFETY PLAN (PTASP)	9
ENVIRONMENTAL JUSTICE	10
PROGRESS FROM PREVIOUS YEARS	15
AIR QUALITY ISSUES	15
AMERICANS WITH DISABILITIES ACT	20
GLOSSARY	20
 HIGHWAY PROJECT LISTING – MOBILITY	 22
FY 2021 MOBILITY PROJECT LISTING	23
FY 2022 MOBILITY PROJECT LISTING	24
FY 2023 MOBILITY PROJECT LISTING	25
FY 2024 MOBILITY PROJECT LISTING	26
 TRANSIT PROJECT LISTING	 27
FY 2021 PROJECT LISTING	28
FY 2022 PROJECT LISTING	30
FY 2023 PROJECT LISTING	32
FY 2024 PROJECT LISTING	34
 FINANCIAL SUMMARY	 36
 SELF-CERTIFICATION	 39
 APPENDICES	 40
APPENDIX A: GROUPED PROJECTS	41
APPENDIX B: METROPOLITAN AREA BOUNDARY MAP	45
APPENDIX C: PROJECT UNDERGOING ENVIRONMENTAL ASSESSMENT	46

INTRODUCTION

In accordance with the Infrastructure Investment and Jobs Act also known as the Bipartisan Infrastructure Law (BIL), 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 2025-2028.

The projects included in this TIP originated from the Metropolitan Transportation Plan (MTP) or long-range plan. The TAMPO Transportation Policy Committee adopted the MTP on December 4, 2019. The MTP is updated every five years and now covers the planning period through the year 2045. The TIP is a four-year planning document, updated every two years; this TIP will cover the four-year period from October 2025 through September 2028.

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

- A. Capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 United States Code and 49 United States Code Chapter 53 (including transportation enhancements; Federal Land Highway program projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities);
 - 1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
 - 2) Metropolitan planning projects funded under 23 U.S.C. 104(f), 49 U.S.C. 5305(d), and 49 U.S.C. 5339;
 - 3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
 - 4) At the discretion of the State and MPO, State planning and research projects funded with National Highway System, Surface Transportation Program, and/or Equity Bonus funds;
 - 5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
 - 6) National planning and research projects funded under 49 U.S.C. 5314; and
 - 7) Project management oversight projects funded under 49 U.S.C. 5327.

- B. All regionally significant projects requiring action by the Federal Highway Administration or the Federal Transit Administration whether or not the projects are to be funded under title 23 United States Code Chapters 1 and 2 or title 49 United States Code Chapter 53 (e.g., addition of an interchange to the Interstate System with state, local, or private funds and congressionally designated projects not funded under 23 United States Code or 49 United States Code Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with federal funds other than those administered by the Federal Highway Administration or the Federal Transit Administration, as well as all regionally significant projects to be funded with nonfederal funds;
- C. Provide the following for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction):
- 1) Sufficient descriptive material (*i.e.*, type of work, termini, and length) to identify the project or phase;
 - 2) Estimated total project cost, which may extend beyond the four years of the TIP;
 - 3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
 - 4) Identification of the agencies responsible for carrying out the project or phase;
 - 5) In nonattainment and maintenance areas, identification of those projects which are identified as TCMs in the applicable SIP;
 - 6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulation (40 CFR part 93); and
 - 7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.
- D. A financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.

PURPOSE

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

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

DEFINITION OF AREA

The Tyler Metropolitan Planning Area includes the entire urbanized area of Tyler as defined by the 2020 Census. It includes the immediate and contiguous urban area surrounding the City of Tyler most likely to be impacted by urban development during the next 25 years. The total area encompassed by the boundary is approximately 640 square miles and includes the cities of Tyler, Whitehouse, Lindale, New Chapel Hill, Noonday, Hideaway and a portion of Bullard within Cherokee County. Please see Appendix B for the Metropolitan Area Boundary Map as approved by the TAMPO Policy Committee in 2018.

PUBLIC PARTICIPATION PROCESS

The 2025-2028 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.

A copy of the draft TIP was made available on the TAMPO website which can be accessed at www.tylerareampo.org. The draft TIP, final version, past TIPs, and other TAMPO documents also may be accessed on that website.

PROJECT SELECTION PROCESS

Federally funded capacity expansion and new location projects included in the TIP are selected from the adopted MTP. Those projects included in the MTP are approved by the TAMPO Transportation Policy Committee through a criteria-based grading methodology developed for the 2045 update. Projects advance to the Unified Transportation Program, as decided by the Texas Transportation Commission, and then to the State Transportation Improvement Program based on available funding and Texas Department of Transportation resources. TAMPO is opting to utilize the statewide programming numbers (Statewide Control Section Job Numbers) for non-mobility federally funded projects. Note: The Statewide Transportation Improvement Program will show a lump sum amount for projects listed with the statewide control section job number in non-mobility projects. See the non-mobility project listing.

TRANSPORTATION PERFORMANCE MANAGEMENT

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

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

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

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

Safety (PM1)

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

Performance Measure	Year	Target/Data
Total Number of traffic fatalities	2020	3,874
	2021	4,486
	2022	3,272
	2023	3,159
	2024	3,046
	5-Year Average	*3,046
Total number of serious injuries	2020	14,659
	2021	19,434
	2022	17,539
	2023	17,819
	2024	18,242
	5-Year Average	*17,062
Fatalities per 100 million vehicle miles traveled	2020	1.49
	2021	1.70
	2022	1.25
	2023	1.20
	2024	1.14
	5-Year Average	*1.14
Serious Injuries per 100 million vehicle miles traveled	2020	5.63
	2021	7.35
	2022	6.70
	2023	6.77
	2024	6.77
	5-Year Average	*6.39
Total number of non-motorized fatalities and serious injuries	2020	2,206
	2021	2,628
	2022	2,321
	2023	2,340
	2024	2,360
	5-Year Average	*2,357

*Indicates that that 5-year average for a prior year was used because BIL requirements stipulate that targets may not increase from the previous year and must remain the same or decrease.

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

On January 23, 2025, the Transportation Policy Committee adopted the 2025 safety targets established by TxDOT. TAMPO commits to supporting, planning and programming projects that contribute to the goals and accomplishments of said targets, and the MPO staff will continue to monitor the established targets and report performance to the Transportation Policy Committee when data is available.

Safety is one of the ranking criteria used to score projects listed in 2050 Metropolitan Transportation Plan (MTP) which is used to prioritize which projects federal transportation dollars will be put toward. The projects listed in this TIP align with the priorities listed in the MTP and support achieving the targets established for safety such as overpass construction to reduce conflict points at intersections, and thoroughfare widening projects that reduce roadway curvature and provide medians, turn lanes and/or dedicate bicycle and pedestrian infrastructure.

Infrastructure (PM2)

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

Performance Measure	Baseline Performance	2-Year Statewide Target	4-Year Statewide Target
Percent of pavement on the interstate National Highway System in good condition	64.5%	63.9% or higher	63.6% or higher
Percent of pavement on the interstate National Highway System in poor condition	0.1%	0.2% or lower	0.2% or lower
Percent of pavement on the non-interstate National Highway System in good condition	51.7%	45.5% or higher	46.0% or higher
Percent of pavement on the non-interstate National Highway System in poor condition	1.3%	1.5% or lower	2.5% or lower
Percent of National Highway System bridges in good condition	49.2%	48.5% or higher	47.6% or higher
Percent of National Highway System bridges in poor condition	1.1%	1.50% or lower	1.50% or lower

On January 23, 2025, the Transportation Policy Committee adopted the bridge and pavement condition targets established by TxDOT. TAMPO commits to supporting, planning and programming projects that contribute to the goals and accomplishments of said targets, and the MPO staff will continue to monitor the established targets and report performance to the Transportation Policy Committee when data is available.

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

System Performance (PM3)

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

Performance Measure	Baseline Performance	2-Year Statewide Target	4-Year Statewide Target
Percent of person-miles on the interstate National Highway System that are reliable	84.6%	70.0% or higher	70.0% or higher
Percent of person-miles on the non-interstate National Highway System that are reliable	90.3%	70.0% or higher	70.0% or higher
Truck Travel Time Reliability (TTTR) Index	1.39%	1.55% or lower	1.55% or lower

On January 23, 2025, the Transportation Policy Committee adopted the roadway system performance targets established by TxDOT. TAMPO commits to supporting, planning and programming projects that contribute to the goals and accomplishments of said targets, and the MPO staff will continue to monitor the established targets and report performance to the Transportation Policy Committee when data is available.

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

Transit Asset Management (TAM)

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

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

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

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

Public Transit Agency Safety Plan (PTASP)

Tyler Transit has adopted targets for seven transit safety performance measures. The following excerpt comes from Tyler Transit's PTASP.

TABLE 1: NSP SAFETY PERFORMANCE MEASURES

Safety Performance Measure	SPT	SPT
Fatalities	Total Number Reported	Rate Per Total VRM
Injuries	Total Number Reported	Rate Per Total VRM
Safety Events	Total Number Reported	Rate Per Total VRM
System Reliability	Mean distance between major mechanical failure	

Table 2 presents baseline numbers for each of the performance measures. Tyler Transit collected the past five (5) years of reported data to develop the rolling averages listed in the table.

TABLE 2: BASELINE 2019 SAFETY PERFORMANCE MEASURES

Mode	Fatalities	Rate of Fatalities*	Injuries	Rate of Injuries*	Safety Events	Rate of Safety Events*	Mean Distance Between Major Mechanical Failure
Fixed Route (Bus)	0	0	0.6	0.19	0.6	0.19	2,930 VRM
Demand Response	0	0	0.4	0.19	.2	0.10	5,024 VRM

*rate = Average number of events per 100,000 miles/average revenue vehicle miles traveled

While safety has always been a major component of the Tyler Transit operation, the adoption of this ASP will result in changes across all aspects of the organization. The SPTs set in Table 3 and Table 4 reflect an acknowledgment that SMS implementation will produce new information that will be needed to accurately set meaningful SPTs. We will set our targets at the current NTD reported five-year average as we begin the process of fully implementing our SMS and developing our targeted safety improvements. This will ensure that we do no worse than our baseline performance over the last five years.

TABLE 3: FIXED ROUTE (BUS) SAFETY PERFORMANCE TARGETS

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0.6	0.6
Rate of Injuries*	0.19	0.19
Safety Events	0.6	0.6
Rate of Safety Events*	0.19	0.19
Mean Distance Between Major Mechanical Failure	9,930 VRM	10,930 VRM

*rate = Average number of events per 100,000 miles/average revenue vehicle miles traveled

TABLE 4: DEMAND RESPONSE SAFETY PERFORMANCE TARGETS

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0.4	0.4
Rate of Injuries*	0.19	0.19
Safety Events	0.2	0.2
Rate of Safety Events*	0.10	0.10
System Reliability	10,024 VRM	11,024 VRM
Other	N/A	N/A

*rate = Average number of events per 100,000 miles/average revenue vehicle miles traveled

On November 18, 2021, the Transportation Policy Committee adopted a resolution supporting Tyler Transit's Public Transit Agency Safety Plan. TAMPO commits to supporting, planning and programming projects that contribute to the accomplishments of said targets.

ENVIRONMENTAL JUSTICE

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

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

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

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

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

Environmental Justice and Transportation Planning in Tyler

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

The 2045 MTP undertook the following processes to incorporate the three environmental justice principles:

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

Environmental Justice Populations

For environmental justice analysis, the whole of Smith County is included. The geographic unit of analysis used is the Census Block Group as defined by the United States Census Bureau. The analysis uses data from the 2020 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 1.8% 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, 23 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.

Low-Income Census Block Groups

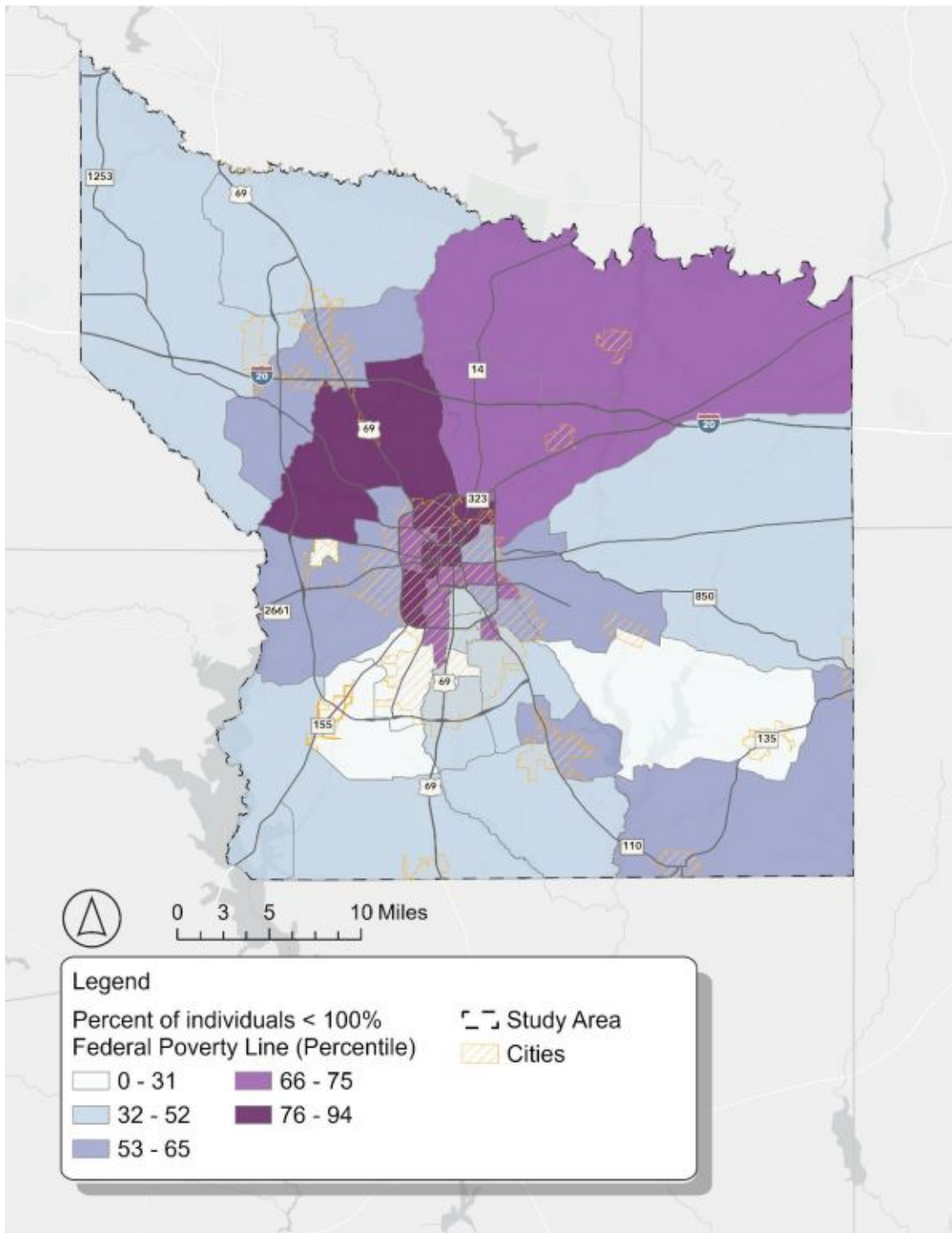
The Department of Housing and Urban Development's definition of low-income in Title 24 Code of Federal Regulations 5.603(b) is adopted to determine which census blocks in the county have high concentrations of low-income households. The Department of Housing and Urban Development defines low-income as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

Environmental Justice Analysis

Looking at Figure 1, one can observe that the minority and low-income census block groups are closely related. That is, they are concentrated in Tyler largely inside Loop 323. The Tyler planning area follows the trend in the majority of United States cities in having a low-income and high minority city core with more affluent and mostly white suburbs. TAMPO is committed to avoiding

disproportionately adverse impacts on minority and low-income populations, as well as disproportionate adverse impacts on the elderly, persons with disabilities, and those without private automobiles for inclusion in public involvement efforts and for transportation needs assessments. TAMPO uses several techniques to ensure underserved populations are involved in the transportation planning process. Techniques include staff presentations to community groups, providing public notices, and advertising in newspapers that serve minority populations.

ENVIRONMENTAL JUSTICE AREAS FIGURE 1



PROGRESS FROM PREVIOUS YEARS

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

In addition to the items listed in the MPO's transportation plans, TAMPO conducted a study of downtown Tyler traffic and completed an inventory and analysis of railroads in the MPO area.

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

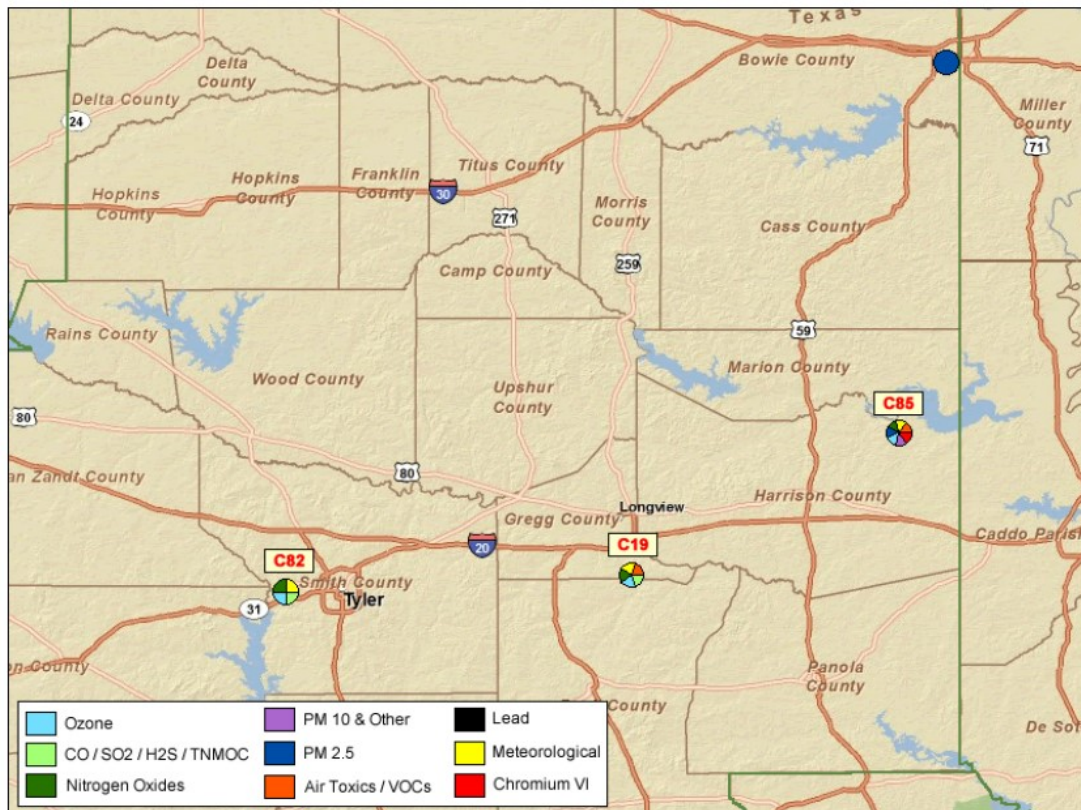
Ambient Air Quality Standards for ozone. Northeast Texas was recommended for attainment by the Governor Rick Perry on October 31, 2011 and declared in attainment by the Environmental Protection Agency on April 30, 2012.

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).

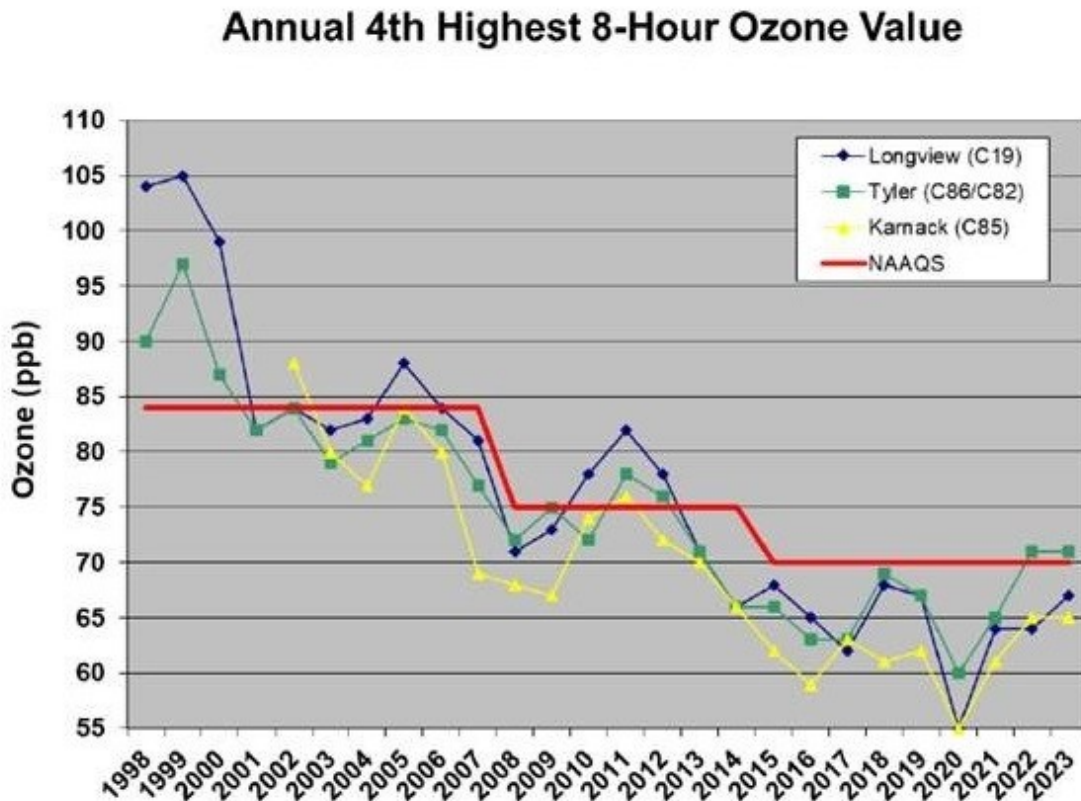
CONTINUOUS AIR MONITORING STATIONS FIGURE 2

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 2020 the annual 4th highest 8-hour ozone values are trending higher which may reflect increasing ozone precursor emissions within the Tyler-Marshall-Longview-Athens (TLMA) area, but also could be due to more ozone being transported into the TLMA area and is likely influenced by variations in the weather including the frequency of ozone-conducive conditions.

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



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

The latest ozone readings indicate a likelihood that Northeast Texas will continue to be designated an attainment area. Staff will continue to monitor the air quality

readings and participate on the NETAC to provide input and disseminate information to the region.

Transportation Planning and Air Quality

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

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

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

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

- The Department of Energy "Clean Cities Program" voluntary on-road vehicle emission reductions, the East Texas Clean Cities Coalition, coordinated by the East Texas Council of Governments, has successfully obtained a Clean Cities Designation for the region from Department of Energy. East Texas Clean Cities Coalition promotes the use of alternative fuels to gasoline and diesel, such as propane, natural gas, ethanol, and biodiesel.
- Public awareness program: The Northeast Texas Air Care runs an annual public education and ozone awareness program for the five county Tyler/Longview/Marshall area. The program includes the following elements: an ozone watch and warning communications network between local governments and industries to communicate ozone action day

forecasts issued by the Texas Commission of Environmental Quality; a North East Texas Air Care website (<http://www.netac.org>); production and distribution of public service announcements; school programs and teacher training workshops; distribution of public information and educational materials; and an annual ozone season kick-off meeting for northeast Texas.

AMERICANS WITH DISABILITIES ACT

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

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

TAMPO has chosen to show both mobility and non-mobility projects for the area. The non-mobility or “grouped” projects are included in Appendix A.

GLOSSARY

Federal Funding Categories:

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

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

Control Section Job (CSJ):

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

MPO Project ID:

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

Year Of Expenditure (YOE) Cost:

Anticipated project cost taking into account forecasted inflation.

**HIGHWAY PROJECTS:
MOBILITY**

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2025-2028
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2025

No Projects Listed For This Year

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2025-2028
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2026

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
TYLER	SMITH	0492-04-034	FM 756	C	TYLER	TxDOT - TYLER	\$ 61,360,000		
LIMITS FROM:	JEFF DAVIS DR								
LIMITS TO:	FM 346								
PROJECT						WIDEN 2 LN ROAD TO 4 LANE DIVIDED ROADWAY W/FLUSH MEDIAN			
DESC:						REVISION DATE:	07/2024		
REMARKS						MPO PROJ NUM:	HWY #5		
P7:						FUNDING CAT(S):	2U		
					PROJECT	PE, ROW PHASES INCLUDED IN GROUPED PROJECT LIST AA-			
					HISTORY:	02/25/2022 corrected funding category			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:		\$ 2,607,790	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:		\$ 8,255,311		2U	\$ 49,088,000	\$ 12,272,000	\$ -	\$ -	\$ 61,360,000
CONSTRUCTION COST:		\$ 61,360,000		TOTAL	\$ 49,088,000	\$ 12,272,000	\$ -	\$ -	\$ 61,360,000
CONSTRUCTION ENG:		\$ 3,161,280							
CONTINGENCY:		\$ 3,149,450							
INDIRECT COSTS:		\$ 1,543,386							
BOND FINANCING:		\$ -							
CHANGE ORDER:		\$ -							
TOTAL PRJ COST:		\$ 80,077,217							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TYLER	SMITH	0492-04-041	FM 756	C	TYLER	TxDOT - TYLER	\$ 37,752,000	
LIMITS FROM:	AT FM 346							
LIMITS TO:								
PROJECT	CONSTRUCT INTERCHANGE					REVISION DATE:	07/2024	
DESC:						MPO PROJ NUM:	HWY #10	
REMARKS						FUNDING CAT(S):	2U	
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIMINARY ENG:	\$ 1,772,169	COST OF APPROVED PHASES:	CATEGORY	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 4,621,572		2U	\$ 30,201,600	\$ 7,550,400	\$ -	\$ -	\$ 37,752,000
CONSTRUCTION COST:	\$ 37,752,000		TOTAL	\$ 30,201,600	\$ 7,550,400	\$ -	\$ -	\$ 37,752,000
CONSTRUCTION ENG:	\$ 2,104,903							
CONTINGENCY:	\$ 2,654,192							
INDIRECT COSTS:	\$ 4,621,572							
BOND FINANCING:	\$ -							
CHANGE ORDER:	\$ -							
TOTAL PRJ COST:	\$ 53,526,408							

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2025-2028
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2027

No Projects Listed For This Year

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2025-2028
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2028

No Projects Listed For This Year

TRANSIT PROJECTS

TYLER AREA METROPOLITAN PLANNING ORGANIZATION
TIP FY 2025-2028 TRANSIT PROJECTS
FY 2025

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2022	FEDERAL (FTA) FUNDS	\$150,000
PROJECT TYPE	PLANNING	STATE FUNDS	\$0
PROJECT DESCRIPTION	PLANNING/TECHNICAL STUDY SUCH AS SHORT TERM PLANNING ADMINISTRATIVE COST	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$37,500
		FISCAL YEAR COST (YOE)	\$187,500
AMENDMENT DATE		TOTAL PROJECT COST	\$187,500
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED	\$0
		T. DEV. CRED AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2022	FEDERAL (FTA) FUNDS	\$1,350,000
PROJECT TYPE	OPERATING, ADMINISTRATION	STATE FUNDS	\$406,000
PROJECT DESCRIPTION	OPERATING EXPENSES SUCH AS PERSONNEL SALARIES, FUEL, UTILITIES, ETC.	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$944,000
		FISCAL YEAR COST (YOE)	\$2,700,000
AMENDMENT DATE		TOTAL PROJECT COST	\$2,700,000
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED	\$0
		T. DEV. CRED AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2022	FEDERAL (FTA) FUNDS	\$495,984
PROJECT TYPE	CAPITAL, OPERATING	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES RELATED TO ADA PARATRANSIT	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$123,996
		FISCAL YEAR COST (YOE)	\$619,980
AMENDMENT DATE		TOTAL PROJECT COST	\$619,980
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED	\$0
		T. DEV. CRED AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2022	FEDERAL (FTA) FUNDS	\$483,940
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES RELATED TO BUS MAINTENANCE	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$120,985
		FISCAL YEAR COST (YOE)	\$604,925
AMENDMENT DATE		TOTAL PROJECT COST	\$604,925
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED	\$0
		T. DEV. CRED AWARD DATE	NONE

TYLER AREA METROPOLITAN PLANNING ORGANIZATION
TIP FY 2025-2028 TRANSIT PROJECTS
FY 2025

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5310
APPORTIONMENT YEAR	2023	FEDERAL (FTA) FUNDS	\$300,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES FOR BUS SHELTERS AND CASHLESS FARE SYSTEM	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$0
		FISCAL YEAR COST (YOE)	\$300,000
AMENDMENT DATE		TOTAL PROJECT COST	\$300,000
AMENDMENT REQUEST		TRANS. DEV. CREDTS REQUESTED	\$60,000
REMARKS		TRANS. DEV. CREDTS AWARDED	\$0
		T. DEV. CREDTS AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2023	FEDERAL (FTA) FUNDS	\$187,543
PROJECT TYPE	PLANNING	STATE FUNDS	\$0
PROJECT DESCRIPTION	PLANNING/TECHNICAL STUDY SUCH AS SHORT TERM PLANNING ADMINISTRATIVE COST	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$46,886
		FISCAL YEAR COST (YOE)	\$234,429
AMENDMENT DATE		TOTAL PROJECT COST	\$234,429
AMENDMENT REQUEST		TRANS. DEV. CREDTS REQUESTED	\$0
REMARKS		TRANS. DEV. CREDTS AWARDED	\$0
		T. DEV. CREDTS AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2023	FEDERAL (FTA) FUNDS	\$1,335,767
PROJECT TYPE	OPERATING, ADMINISTRATION	STATE FUNDS	\$410,000
PROJECT DESCRIPTION	OPERATING EXPENSES SUCH AS PERSONNEL SALARIES, FUEL, UTILITIES, ETC.	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$925,767
		FISCAL YEAR COST (YOE)	\$2,671,534
AMENDMENT DATE		TOTAL PROJECT COST	\$2,671,534
AMENDMENT REQUEST		TRANS. DEV. CREDTS REQUESTED	\$0
REMARKS		TRANS. DEV. CREDTS AWARDED	\$0
		T. DEV. CREDTS AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2023	FEDERAL (FTA) FUNDS	\$523,387
PROJECT TYPE	CAPITAL, OPERATING	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES RELATED TO ADA PARATRANSIT	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$130,847
		FISCAL YEAR COST (YOE)	\$654,234
AMENDMENT DATE		TOTAL PROJECT COST	\$654,234
AMENDMENT REQUEST		TRANS. DEV. CREDTS REQUESTED	\$0
REMARKS		TRANS. DEV. CREDTS AWARDED	\$0
		T. DEV. CREDTS AWARD DATE	NONE

TYLER AREA METROPOLITAN PLANNING ORGANIZATION
TIP FY 2025-2028 TRANSIT PROJECTS
FY 2025

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2023	FEDERAL (FTA) FUNDS	\$570,239
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES RELATED BUS MAINTENANCE/BUS PURCHASES	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$142,560
		FISCAL YEAR COST (YOE)	\$712,799
AMENDMENT DATE		TOTAL PROJECT COST	\$712,799
AMENDMENT REQUEST		TRANS. DEV. CREDTS REQUESTED	\$0
REMARKS		TRANS. DEV. CREDTS AWARDED	\$0
		T. DEV. CREDTS AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5339
APPORTIONMENT YEAR	2023	FEDERAL (FTA) FUNDS	\$193,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES FOR VEHICLE PURCHASE AND ADA RAMP & ADP SOFTWARE/HARDWARE	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$0
		FISCAL YEAR COST (YOE)	\$193,000
AMENDMENT DATE		TOTAL PROJECT COST	\$193,000
AMENDMENT REQUEST		TRANS. DEV. CREDTS REQUESTED	\$28,950
REMARKS		TRANS. DEV. CREDTS AWARDED	\$0
		T. DEV. CREDTS AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2025
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5339
APPORTIONMENT YEAR	2024	FEDERAL (FTA) FUNDS	\$215,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES FOR VEHICLE PURCHASE	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$0
		FISCAL YEAR COST (YOE)	\$215,000
AMENDMENT DATE		TOTAL PROJECT COST	\$215,000
AMENDMENT REQUEST		TRANS. DEV. CREDTS REQUESTED	\$32,250
REMARKS		TRANS. DEV. CREDTS AWARDED	\$0
		T. DEV. CREDTS AWARD DATE	NONE

TYLER AREA METROPOLITAN PLANNING ORGANIZATION
TIP FY 2025-2028 TRANSIT PROJECTS
FY 2026

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2026
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2024	FEDERAL (FTA) FUNDS	\$180,878
PROJECT TYPE	PLANNING	STATE FUNDS	\$0
PROJECT DESCRIPTION	PLANNING/TECHNICAL STUDY SUCH AS SHORT TERM PLANNING ADMINISTRATIVE COST	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$45,220
		FISCAL YEAR COST (YOE)	\$226,098
AMENDMENT DATE		TOTAL PROJECT COST	\$226,098
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED	\$0
		T. DEV. CRED AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2026
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2024	FEDERAL (FTA) FUNDS	\$1,288,291
PROJECT TYPE	OPERATING, ADMINISTRATION	STATE FUNDS	\$415,000
PROJECT DESCRIPTION	OPERATING EXPENSES SUCH AS PERSONNEL SALARIES, FUEL, UTILITIES, ETC.	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$873,291
		FISCAL YEAR COST (YOE)	\$2,576,582
AMENDMENT DATE		TOTAL PROJECT COST	\$2,576,582
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED	\$0
		T. DEV. CRED AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2026
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2024	FEDERAL (FTA) FUNDS	\$504,785
PROJECT TYPE	CAPITAL, OPERATING	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES RELATED TO ADA PARATRANSIT	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$126,196
		FISCAL YEAR COST (YOE)	\$630,981
AMENDMENT DATE		TOTAL PROJECT COST	\$630,981
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED	\$0
		T. DEV. CRED AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2026
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2024	FEDERAL (FTA) FUNDS	\$549,972
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES RELATED TO BUS MAINTENANCE/BUS PURCHASES	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$137,493
		FISCAL YEAR COST (YOE)	\$687,465
AMENDMENT DATE		TOTAL PROJECT COST	\$687,465
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED	\$0
		T. DEV. CRED AWARD DATE	NONE

TYLER AREA METROPOLITAN PLANNING ORGANIZATION
TIP FY 2025-2028 TRANSIT PROJECTS
FY 2026

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2026
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5310
APPORTIONMENT YEAR	2025	FEDERAL (FTA) FUNDS	\$300,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES FOR ABOVE AND BEYOND SERVICE	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$0
		FISCAL YEAR COST (YOE)	\$300,000
AMENDMENT DATE		TOTAL PROJECT COST	\$300,000
AMENDMENT REQUEST		TRANS. DEV. CRED\$	\$60,000
REMARKS		REQUESTED	
		TRANS. DEV. CRED\$ AWARDED	\$0
		T. DEV. CRED\$ AWARD DATE	NONE

TYLER AREA METROPOLITAN PLANNING ORGANIZATION
TIP FY 2025-2028 TRANSIT PROJECTS
FY 2027

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2027
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2024, 2025	FEDERAL (FTA) FUNDS	\$182,271
PROJECT TYPE	PLANNING	STATE FUNDS	\$0
PROJECT DESCRIPTION	PLANNING/TECHNICAL STUDY SUCH AS SHORT TERM PLANNING ADMINISTRATIVE COST	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$45,568
		FISCAL YEAR COST (YOE)	\$227,839
AMENDMENT DATE		TOTAL PROJECT COST	\$227,839
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED AWARDED	\$0
		T. DEV. CRED AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2027
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2024, 2025	FEDERAL (FTA) FUNDS	\$0
PROJECT TYPE	CAPITAL, OPERATING	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL AND PREVENTATIVE MAINTENANCE EXPENSES SUCH AS BUSES, BUS MAINTENANCE, AND A NEW TRANSIT FACILITY	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$0
		FISCAL YEAR COST (YOE)	\$0
AMENDMENT DATE		TOTAL PROJECT COST	\$0
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED AWARDED	
		T. DEV. CRED AWARD DATE	

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2027
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2024, 2025	FEDERAL (FTA) FUNDS	\$1,071,549
PROJECT TYPE	OPERATING, ADMINISTRATION	STATE FUNDS	\$415,000
PROJECT DESCRIPTION	OPERATING EXPENSES SUCH AS PERSONNEL SALARIES, FUEL, UTILITIES, ETC.	OTHER STATE FUNDS	
		OTHER SOURCE FUNDS	\$656,549
		FISCAL YEAR COST (YOE)	\$2,143,098
AMENDMENT DATE		TOTAL PROJECT COST	\$2,143,098
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED AWARDED	\$0
		T. DEV. CRED AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2027
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2024, 2025	FEDERAL (FTA) FUNDS	\$540,000
PROJECT TYPE	CAPITAL, OPERATING	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES RELATED TO ADA PARATRANSIT, BUS MAINTENANCE/BUS PURCHASES	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$135,000
		FISCAL YEAR COST (YOE)	\$675,000
AMENDMENT DATE		TOTAL PROJECT COST	\$675,000
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED AWARDED	\$0
		T. DEV. CRED AWARD DATE	NONE

TYLER AREA METROPOLITAN PLANNING ORGANIZATION
TIP FY 2025-2028 TRANSIT PROJECTS
FY 2027

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2027
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2024, 2025	FEDERAL (FTA) FUNDS	\$540,794
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES RELATED TO RURAL SHUTTLE, BUS MAINTENANCE/BUS PURCHASES	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$135,199
		FISCAL YEAR COST (YOE)	\$675,993
AMENDMENT DATE		TOTAL PROJECT COST	\$675,993
AMENDMENT REQUEST		TRANS. DEV. CRED\$	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED\$ AWARDED	\$0
		T. DEV. CRED\$ AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2027
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5339
APPORTIONMENT YEAR	2024	FEDERAL (FTA) FUNDS	\$215,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES FOR VEHICLE PURCHASE	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$0
		FISCAL YEAR COST (YOE)	\$215,000
AMENDMENT DATE		TOTAL PROJECT COST	\$215,000
AMENDMENT REQUEST		TRANS. DEV. CRED\$	\$32,250
REMARKS		REQUESTED	
		TRANS. DEV. CRED\$ AWARDED	
		T. DEV. CRED\$ AWARD DATE	

TYLER AREA METROPOLITAN PLANNING ORGANIZATION
TIP FY 2025-2028 TRANSIT PROJECTS
FY 2028

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2028
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2025, 2026	FEDERAL (FTA) FUNDS	\$184,094
PROJECT TYPE	PLANNING	STATE FUNDS	\$0
PROJECT DESCRIPTION	PLANNING/TECHNICAL STUDY SUCH AS SHORT TERM PLANNING ADMINISTRATIVE COST	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$46,024
		FISCAL YEAR COST (YOE)	\$230,118
AMENDMENT DATE		TOTAL PROJECT COST	\$230,118
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED AWARDED	\$0
		T. DEV. CRED AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2028
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2025, 2026	FEDERAL (FTA) FUNDS	\$0
PROJECT TYPE	CAPITAL, OPERATING	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL AND PREVENTATIVE MAINTENANCE EXPENSES SUCH AS BUSES, BUS MAINTENANCE, AND A NEW TRANSIT FACILITY	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$0
		FISCAL YEAR COST (YOE)	\$0
AMENDMENT DATE		TOTAL PROJECT COST	\$0
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED AWARDED	
		T. DEV. CRED AWARD DATE	

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2028
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2025, 2026	FEDERAL (FTA) FUNDS	\$1,086,689
PROJECT TYPE	OPERATING, ADMINISTRATION	STATE FUNDS	\$415,000
PROJECT DESCRIPTION	OPERATING EXPENSES SUCH AS PERSONNEL SALARIES, FUEL, UTILITIES, ETC.	OTHER STATE FUNDS	
		OTHER SOURCE FUNDS	\$671,689
		FISCAL YEAR COST (YOE)	\$2,173,378
AMENDMENT DATE		TOTAL PROJECT COST	\$2,173,378
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED AWARDED	\$0
		T. DEV. CRED AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2028
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2025, 2026	FEDERAL (FTA) FUNDS	\$540,000
PROJECT TYPE	CAPITAL, OPERATING	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES RELATED TO ADA PARATRANSIT, BUS MAINTENANCE/BUS PURCHASES	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$135,000
		FISCAL YEAR COST (YOE)	\$675,000
AMENDMENT DATE		TOTAL PROJECT COST	\$675,000
AMENDMENT REQUEST		TRANS. DEV. CRED	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED AWARDED	\$0
		T. DEV. CRED AWARD DATE	NONE

TYLER AREA METROPOLITAN PLANNING ORGANIZATION
TIP FY 2025-2028 TRANSIT PROJECTS
FY 2028

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2028
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5307
APPORTIONMENT YEAR	2025, 2026	FEDERAL (FTA) FUNDS	\$546,202
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES RELATED TO RURAL SHUTTLE, BUS MAINTENANCE/BUS PURCHASES	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$136,551
		FISCAL YEAR COST (YOE)	\$682,753
AMENDMENT DATE		TOTAL PROJECT COST	\$682,753
AMENDMENT REQUEST		TRANS. DEV. CRED\$	\$0
REMARKS		REQUESTED	
		TRANS. DEV. CRED\$ AWARDED	\$0
		T. DEV. CRED\$ AWARD DATE	NONE

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR	TYLER TRANSIT	URBANIZED AREA	TYLER
MPO PROJECT NUMBER		FISCAL YEAR	2028
MTP REFERENCE	TABLE 7-3	FEDERAL FUNDING CATERGORY	5339
APPORTIONMENT YEAR	2026	FEDERAL (FTA) FUNDS	\$215,000
PROJECT TYPE	CAPITAL	STATE FUNDS	\$0
PROJECT DESCRIPTION	CAPITAL EXPENSES FOR VEHICLE PURCHASE	OTHER STATE FUNDS	\$0
		OTHER SOURCE FUNDS	\$0
		FISCAL YEAR COST (YOE)	\$215,000
AMENDMENT DATE		TOTAL PROJECT COST	\$215,000
AMENDMENT REQUEST		TRANS. DEV. CRED\$	\$32,250
REMARKS		REQUESTED	
		TRANS. DEV. CRED\$ AWARDED	
		T. DEV. CRED\$ AWARD DATE	

FINANCIAL SUMMARY



Tyler Area Metropolitan Planning Organization
FY 2025 - 2028 Transportation Improvement Program

Funding by Category

Category	Description	FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025-2028	
		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	\$99,112,000	\$99,112,000	\$0	\$0	\$0	\$0	\$99,112,000	\$99,112,000
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
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TA Set Aside	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$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		\$0	\$0	\$99,112,000	\$99,112,000	\$0	\$0	\$0	\$0	\$99,112,000	\$99,112,000

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total
Federal		\$79,289,600	\$0	\$0	\$79,289,600
State	\$0	\$19,822,400	\$0	\$0	\$19,822,400
Local Match	\$0	\$0	\$0	\$0	\$0
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	\$0	\$99,112,000	\$0	\$0	\$99,112,000



Tyler Area Metropolitan Planning Organization
FY 2025 - 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2025			FY 2026		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$5,096,860	\$3,288,540	\$8,385,400	\$2,523,926	\$1,597,200	\$4,121,126
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$408,000		\$408,000			\$0
6	Sec. 5310-Seniors&People w/Disabilities >200k	\$300,000		\$300,000	\$300,000		\$300,000
7	Sec. 5316 - JARC >200K			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0
9	Other FTA			\$0			\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0			\$0
Total Funds		\$5,804,860	\$3,288,540	\$9,093,400	\$2,823,926	\$1,597,200	\$4,421,126
Transportation Development Credits Requested				\$121,200			\$60,000
Awarded				\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2027			FY 2028			Total		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$2,334,614	\$1,387,315	\$3,721,929	\$2,356,985	\$1,404,263	\$3,761,248	\$12,312,385	\$7,677,318	\$19,989,703
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$430,000		\$430,000	\$430,000		\$430,000	\$1,268,000	\$0	\$1,268,000
6	Sec. 5310-Seniors&People w/Disabilities >200k			\$0	\$300,000		\$300,000	\$900,000	\$0	\$900,000
7	Sec. 5316 - JARC >200K			\$0			\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0	\$0	\$0	\$0
9	Other FTA			\$0			\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0			\$0	\$0	\$0	\$0
Total Funds		\$2,764,614	\$1,387,315	\$4,151,929	\$3,086,985	\$1,404,263	\$4,491,248	\$14,480,385	\$7,677,318	\$22,157,703
Transportation Development Credits Requested				\$64,500			\$109,500			\$355,200
Awarded				\$0			\$0			\$0

**METROPOLITAN PLANNING ORGANIZATION AND
TEXAS DEPARTMENT OF TRANSPORTATION
SELF-CERTIFICATION**

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Tyler Area Metropolitan Planning Organization for the Tyler Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
- 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 FAST Act (Pub. L. 114-357) and 49CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Tyler District
Texas Department of Transportation

Tyler Area
Metropolitan Planning Organization

District Engineer

Policy Board Chairperson

Date

Date

APPENDICES

APPENDIX A – GROUPED PROJECTS

CATEGORIES FOR STATEWIDE PLANNING

Certain phases of highway projects can be grouped together by the categories listed below. Grouping projects by these categories provides an efficient and streamlined method for programming and implementing projects that may not yet have a funding source identified to construct the project. If funding becomes available, the project can be advanced to the construction phase more quickly. Grouped projects are financially constrained at the state level and they are funded from federal and state sources.

Proposed CSJ#	Grouped Project Category	Definition
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance & Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement & Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle & Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas & Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities and bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.

FY 2025

No projects listed for this year

FY 2026

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0492-04-034	FM 756	Tyler	TXDOT-TYLER	\$54,076,410
LIMITS FROM: Jeff Davis Dr (CR 1167)					REVISION DATE:	08/2023
LIMITS TO: FM 346					MPO PROJECT NUM:	
PROJECT Widen 2 Ln road to 4 lane divided roadway w/ flush median					FUNDING CAT(S):	2,1
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0492-04-041	FM 756	-	TXDOT-TYLER	\$36,193,532
LIMITS FROM: At FM 346					REVISION DATE:	11/2022
LIMITS TO: -					MPO PROJECT NUM:	
PROJECT Construct Interchange over-passing FM 346					FUNDING CAT(S):	2,1
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0191-03-084	FM 2493	Tyler	TXDOT-TYLER	\$196,881,795
LIMITS FROM: SL 323 in Tyler					REVISION DATE:	11/2022
LIMITS TO: FM 2813					MPO PROJECT NUM:	
PROJECT Widen from 4 lanes to 6 lanes with raised medians					FUNDING CAT(S):	12,2,1
DESCR:						

FY 2027

No projects listed for this year

FY 2028

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	3021-01-009	FM 2964	Tyler	TXDOT-TYLER	\$85,210,387
LIMITS FROM: SH 110, in Tyler					REVISION DATE:	11/2022
LIMITS TO: FM 346					MPO PROJECT NUM:	
PROJECT Widen Rhones Quarter Rd from 2 lanes to 4 lanes					FUNDING CAT(S):	DA
DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0495-04-069	IH 20	Lindale	TXDOT-TYLER	\$67,612,160
LIMITS FROM: 1 mi E of toll 49 (Harvey Rd)					REVISION DATE:	08/2023
LIMITS TO: US 69 in Lindale					MPO PROJECT NUM:	
PROJECT convert two-way access roads to one-way frontage roads, bridge replacements, widen from 4 to 6 lanes					FUNDING CAT(S):	1,DA
DESCR:						

FY 2025						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0910-00-118	Various	-	TXDOT-TYLER	\$1,071,200
LIMITS FROM:	Various					
LIMITS TO:	Tyler District					
PROJECT	FY 2025 district-wide thermo program #1				REVISION DATE:	05/2023
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0378-03-019	SH 135	Troup, Arp	TXDOT-TYLER	\$615,659
LIMITS FROM:	SS 80 (Main St)					
LIMITS TO:	FM 13					
PROJECT	Seal coat 2025				REVISION DATE:	07/2022
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0191-03-089	FM 2493	Bullard	TXDOT-TYLER	\$407,692
LIMITS FROM:	Toll 49					
LIMITS TO:	FM 346					
PROJECT	Seal coat 2025				REVISION DATE:	07/2022
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0491-01-011	FM 15	Troup	TXDOT-TYLER	\$461,250
LIMITS FROM:	SH 135					
LIMITS TO:	SH 64					
PROJECT	Seal coat 2025				REVISION DATE:	07/2022
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	2623-01-006	FM 2607	-	TXDOT-TYLER	\$149,970
LIMITS FROM:	FM 850					
LIMITS TO:	SH 64					
PROJECT	Seal coat 2025				REVISION DATE:	07/2022
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	1934-02-010	FM 2015	-	TXDOT-TYLER	\$65,985
LIMITS FROM:	IH 20					
LIMITS TO:	Sand Flat Road					
PROJECT	Seal Coat 2025				REVISION DATE:	-
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	1
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0910-16-180	Various	-	TXDOT-TYLER	\$278,149
LIMITS FROM:	Various Locations in Smith County					
LIMITS TO:	-					
PROJECT	Install Illumination at various intersections				REVISION DATE:	05/2023
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	8
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	3402-01-002	FM 3341	-	TXDOT-TYLER	\$88,268
LIMITS FROM:	FM 346					
LIMITS TO:	EOM					
PROJECT	2025 seal coat				REVISION DATE:	02/2023
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	1
District	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0910-00-124	Various	-	TXDOT-TYLER	\$2,080,000
LIMITS FROM:	Various Locations					
LIMITS TO:	The Tyler District					
PROJECT	FY 2025 district-wide thermo program #2				REVISION DATE:	05/2023
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	11

GROUPED PROJECTS - PREVENTIVE MAINTENANCE, BRIDGE REPLACEMENT AND SAFETY

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0910-16-158	CR 351	-	TXDOT-TYLER	\$210,000
LIMITS FROM: Str No. 101, CR 351, Glade Creek					REVISION DATE: 07/2022 MPO PROJECT NUM: FUNDING CAT(S): 6	
LIMITS TO: -						
PROJECT Replace bridge and approaches DESCR:						
District	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0245-09-002	FM 279	-	TXDOT-TYLER	\$2,080,000
LIMITS FROM: Smith C/L					REVISION DATE: 05/2023 MPO PROJECT NUM: FUNDING CAT(S): 1	
LIMITS TO: SH 64						
PROJECT OCST & Overlay DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0164-04-165	SH 31	-	TXDOT-TYLER	\$14,560,000
LIMITS FROM: Henderson CL					REVISION DATE: 05/2023 MPO PROJECT NUM: FUNDING CAT(S): 1	
LIMITS TO: FM 206						
PROJECT 2" mill and inlay w/ SP-C & 1.5" PFC overlay DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0495-06-035	IH 20	-	TXDOT-TYLER	\$8,320,000
LIMITS FROM: US 271					REVISION DATE: - MPO PROJECT NUM: FUNDING CAT(S): 1	
LIMITS TO: Gregg CL						
PROJECT 1.5" PFC mill and inlay - WBL only DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0910-16-185	Various	-	TXDOT-TYLER	\$956,073
LIMITS FROM: Various					REVISION DATE: 08/2023 MPO PROJECT NUM: FUNDING CAT(S): 10	
LIMITS TO: in Tyler						
PROJECT FY 25 TRF signal upgrades. Construct traffic signal upgrades to optimize coordination at various intersections inside the City of Tyler. DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0910-00-143	Various	-	TXDOT-TYLER	\$5,200,000
LIMITS FROM: Various Locations					REVISION DATE: - MPO PROJECT NUM: FUNDING CAT(S): 1	
LIMITS TO: the Tyler District						
PROJECT Bridge preventative maintenance DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0910-00-146	Various	-	TXDOT-TYLER	\$65,220,901
LIMITS FROM: Various Bridges					REVISION DATE: 02/2024 MPO PROJECT NUM: FUNDING CAT(S): 6,1	
LIMITS TO: Tyler District						
PROJECT BMIP bridge rehabilitation at the various locations in Tyler district DESCR:						
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0910-00-147	various	-	TXDOT-TYLER	\$1,372,100
LIMITS FROM: rr bridges					REVISION DATE: 02/2024 MPO PROJECT NUM: FUNDING CAT(S): 6	
LIMITS TO: various locations						
PROJECT BMIP bridge rehabilitation at the various locations in Tyler district DESCR:						

FY 2026

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0910-16-123	PW	-	TXDOT-TYLER	\$25,404
LIMITS FROM:		Tyler State Park			REVISION DATE:	07/2022
LIMITS TO:		Cedar Point Camping Area				
PROJECT DESCR:		Seal coat park road, parking lots & campsite pullouts				
					MPO PROJECT NUM:	
					FUNDING CAT(S):	10
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TYLER	Smith	0910-00-119	various	-	TXDOT-TYLER	\$108,000
LIMITS FROM:		various				

GROUPED PROJECTS - PREVENTIVE MAINTENANCE, BRIDGE REPLACEMENT AND SAFETY

LIMITS TO:	Tyler District	REVISION DATE:	11/2022
PROJECT	FY 2026 District-Wide thermo program #1	MPO PROJECT NUM:	
DESCR:		FUNDING CAT(S):	11

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOY COST
TYLER	Smith	2956-01-007	FM 2908	-	TXDOT-TYLER	\$247,242
LIMITS FROM:	SH 31					
LIMITS TO:	US 271					
PROJECT	Seal Coat 2026				REVISION DATE:	07/2022
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	1

GROUPED PROJECTS - BICYCLE AND PEDESTRIAN

FY 2025

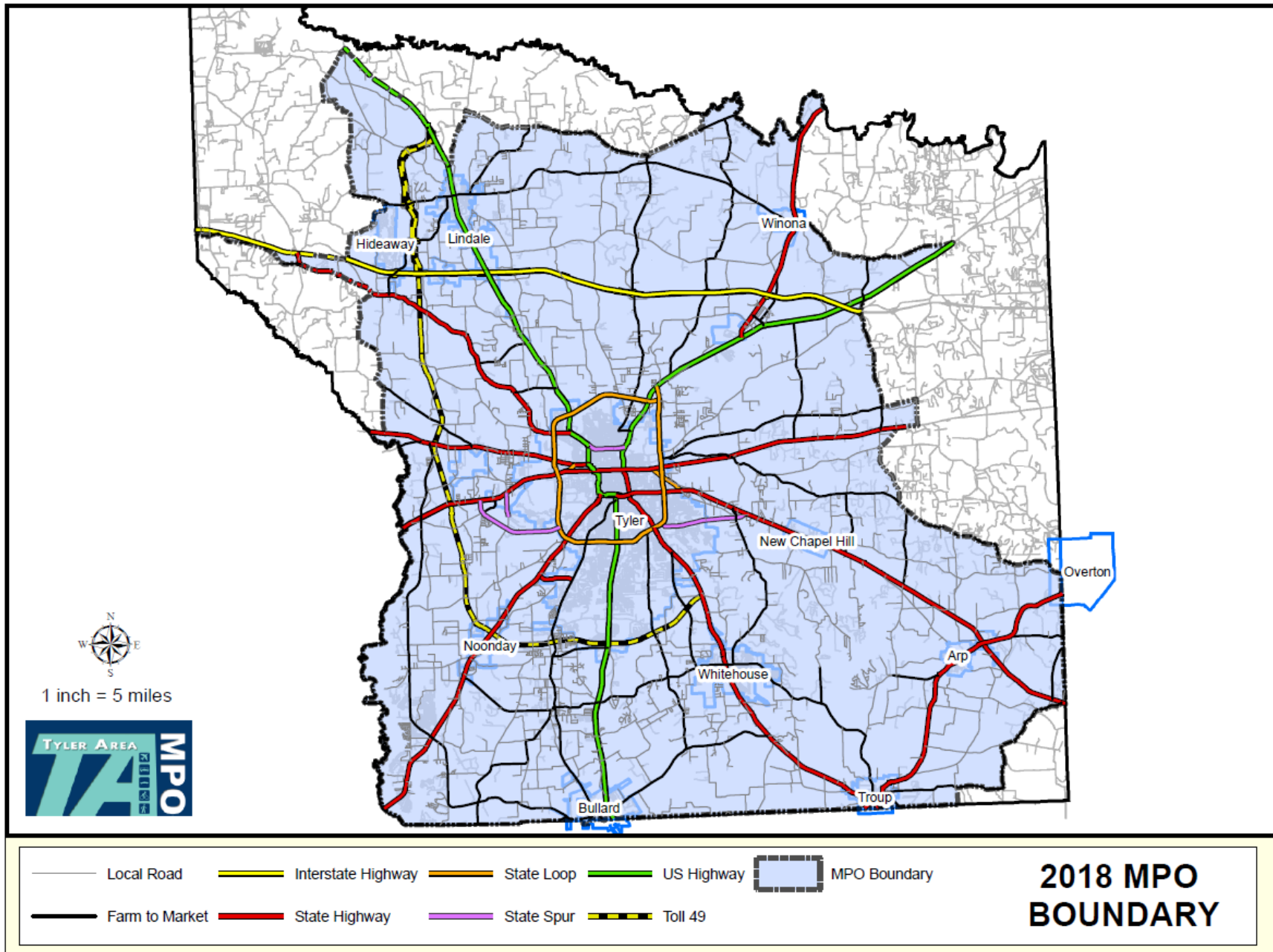
DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
LIMITS FROM:						
LIMITS TO:						
PROJECT					REVISION DATE:	
DESCR:					MPO PROJECT NUM:	
					FUNDING CAT(S):	

NO PROJECTS LISTED IN FY 2025

FY 2026

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
	Smith	0191-03-091	FM 2493	Bullard		\$1,400,000
LIMITS FROM: FM 346 in Flint, S						
LIMITS TO: .3 MI S of FM 344 (Cherokee C/L)						
PROJECT					REVISION DATE: 08/2023	
DESCR:					MPO PROJECT NUM:	
Construct separated bike lanes and sidewalks in coordination with the FM 2493 lane widening project.					FUNDING CAT(S): 10CBNM	

APPENDIX B – MPO BOUNDARY



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.

Projects Undergoing Environmental Assessment

HIGHWAY:	FM 756	CSJ NUMBER:	0492-04-034
LIMITS FROM:	Jeff Davis Dr (CR 1167)	DISTRICT:	TYLER
LIMITS TO:	FM 346	COUNTY:	Smith
DESCRIPTION:	Widen 2 Ln road to 4 lane divided roadway w/ flush median	PRELIMINARY PROJECT COST:	\$54,076,410
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2026

HIGHWAY:	FM 756	CSJ NUMBER:	0492-04-041
LIMITS FROM:	At FM 346	DISTRICT:	TYLER
LIMITS TO:	-	COUNTY:	Smith
DESCRIPTION:	Construct Interchange over-passing FM 346	PRELIMINARY PROJECT COST:	\$36,193,532
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2026

HIGHWAY:	FM 2493	CSJ NUMBER:	0191-03-084
LIMITS FROM:	SL 323 in Tyler	DISTRICT:	TYLER
LIMITS TO:	FM 2813	COUNTY:	Smith
DESCRIPTION:	Widen from 4 lanes to 6 lanes with raised medians	PRELIMINARY PROJECT COST:	\$196,881,795
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2026

HIGHWAY:	FM 2964	CSJ NUMBER:	3021-01-009
LIMITS FROM:	SH 110, in Tyler	DISTRICT:	TYLER
LIMITS TO:	FM 346	COUNTY:	Smith
DESCRIPTION:	Widen Rhones Quarter Rd from 2 lanes to 4 lanes	PRELIMINARY PROJECT COST:	\$85,210,387
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2028

HIGHWAY:	IH 20	CSJ NUMBER:	0495-04-069
LIMITS FROM:	1 mi E of toll 49 (Harvey Rd)	DISTRICT:	TYLER
LIMITS TO:	US 69 in Lindale	COUNTY:	Smith
DESCRIPTION:	convert two-way access roads to one-way frontage roads, bridge replacements, widen from 4 to 6 lanes	PRELIMINARY PROJECT COST:	\$67,612,160
SPONSOR:	TXDOT-TYLER	ESTMATE LET DATE:	2028